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THE NARRATIVE OF William Spavens, A Chatham Pensioner

Written by himself.

Yet still I am enabled to bring up in life's rear" — *Dibdin.*

LOUTH

PRINTED BY R. SHEARDOWN,

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BRITISH MUSEUM

THE

Seaman's Narrative;

CONTAINING

An Account of a great Variety of ſuch Incidents as the Author met with in the Sea Service.

ALSO,

A deſcriptive Account of the Diſcipline, Allowance, and Cuſtoms of His Majeſty's Navy, the Eaſt India Company, and other Merchants' Service.

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AND

An Explanation of NAUTICAL TERMS.

THE WHOLE MADE EASY, AND ADAPTED TO THE CAPACITY OF YOUTH.

By WILLIAM SPAVENS,
Penſioner on the Naval Cheſt at Chatham.

ENTERED AT STATIONER'S HALL.

Louth:

Printed by SHEARDOWN and SON, and Sold for the Benefit of the Author. MDCCXCVI.

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BY

[illegible]

THE WHOLE MADE EASY, AND ADAPTED TO THE CAPACITY OF THE MEANEST.

By THE LATE SWIFT, D.D.

PRINTED AT BRATTON'S-HALL.

1765.

Printed by SHEARSDOWN and SON, and Sold by the Booksellers of the Nation. MDCCLXV.

Price 6s. 6d. sewed.

THE

AUTHOR's Addreſs to the PUBLIC.

THE circumſcribed limits of my propoſals have obliged me to omit ſeveral uſeful and entertaining particulars, together with many pleaſing anecdotes; neither have I been able to give full ſcope to what is inſerted: But ſhould my endeavours meet with the approbation of a candid and generous public, ſo far as to render a ſecond edition neceſſary, I hope to correct and enlarge it at a very ſmall advancement in the price. I intended to have printed a liſt of my ſubſcribers' names, (being about 520 in number, amongſt whom are many very reſpectable Characters) but ſome of them, for reaſons beſt known to themſelves, having intimated a deſire that their names ſhould not be made uſe of; and it being very probable that ſome others of them may have the ſame deſire; and as the work has unavoidably exceeded the limits of the price propoſed, I flatter myſelf thoſe who wiſhed to have ſeen their names inſerted will excuſe me in the omiſſion of them, ſincerely thanking each of them for their ſupport. And ſhould any Gentleman of ſcience obſerve any material inaccuracy or miſtake in my little performance, I hope he will have candour enough to put a favourable conſtruction upon it; and could I be favoured with his aſſiſtance in correcting it, nothing could be more grateful and obliging to

His humble Servant,

W. S.

A DIALOGUE

BETWEEN

The AUTHOR and the PRINTER.

Author. I HOPE, Mr. Printer, as I am now favoured with a reſpectable liſt of ſubſcribers, you will put my book to the preſs with all the expedition you can.

Printer. You need not doubt it. But do you intend to have neither Preface nor Dedication?

Author. I am ſo much a novice in the myſtery of book-making, that I cannot conceive their utility.

Printer. Give me leave to point out their uſe. I once had the curioſity to count over the ſheets of a Preface, and found them nearly equal to half the Book: Now pleaſe to obſerve, that ſuch long prefaces (though nobody reads them) may be very uſeful to an Author; for, if he cannot extend his ſubject to a ſufficient bulk, he may ſwell his preface with any extraneous matter; beſides, he there tells his readers his motives for publiſhing: (They may believe him if they pleaſe) He never intended his writings for the preſs; but ſome friends accidentally ſeeing his manuſcript, deſired him to publiſh it, and he, good-natured ſoul, could not refuſe them.

Author. Hold! No long Preface for me; and as to my motive for publiſhing, I frankly own it is to get a few ſhillings, which to a poor, old, mutilated Invalid, muſt be very acceptable, eſpecially at a time when all the neceſſaries of life are exceſſively dear; but I ſhall think myſelf extremely happy if my poor abilities can

produce

produce any thing worthy of the perusal of my kind subscribers; if not, I beg leave to pour out the effusions of a grateful heart.

Printer. But, respecting the Dedication—Is there no great Personage to whom you can inscribe your Book, and offer a profusion of adulation, and make the world believe that you and the Great Man are hand and glove?

Author. Great Men seldom trouble their heads about the concerns of such a poor man as I am; for my station has been too humble and obscure to attract either public or private notice; besides flattery and deceit I utterly detest.

Printer. But is there not ONE person in the whole World whose patronage you may solicit, and to whom, according to the usual manner of dedicating, you can make a public acknowledgement of favours received, without incurring the imputation of flattery and falsehood?

Author.

Author. You now ſpeak to my feelings: The many favours I have received from the worthy people of Louth and its vicinity, inſpire me with the warmeſt ſentiments of gratitude; it is a tribute due to their humanity, which I cannot withhold: I was languiſhing in pain, and pining in want, but they adminiſtered relief, and gave me every comfort my deplorable condition could receive; and now again they kindly ſtep forward in ſupporting the publication of my Narrative. To them and the reſt of my kind ſubſcribers let my trifling Publication be humbly dedicated; I truſt their Goodneſs will excuſe its deficiencies.

THE

THE

Seaman's Narrative.

I WAS born at Stewton, a ſmall village near Louth, in Lincolnſhire, where my parents dying while I was very young, and leaving me unprovided for, Mr. Gwillam, a reſpectable Farmer of that place, took me into his family, where I lived about three years, and met with the kindeſt treatment. Some years after I lived with a farmer at Clee Thorps, where frequently having a view of Ships ſailing by on the Humber, I thought Sailors muſt be happy men to have ſuch opportunities of viſiting foreign countries, and beholding the wonderful works of the Creator in the remote regions of the earth; I conſidered not the perils and hardſhips they are ſometimes expoſed to; I thought of nothing but pleaſant gales and proſperous voyages, and indulging a curioſity which ſeemed implanted in my nature.—Such were my thoughts of a ſeafaring life, though I did not intend to make trial of it immediately; but the term of my engagement with my maſter being expired, I hired myſelf to another,

of

of whom I heard ſuch an unfavourable character, that I determined not to ſerve him, but try my fortune on the watery element. I therefore went over to Hull, where I was highly delighted with a view of the ſhips in the harbour; and while I was gazing at them, a gentleman came and aſked me if I would go to ſea: I told him I had no objection, if I could meet with a maſter who would engage me. He took me to his houſe, and told his ſon to ſhew me his veſſel, that I might ſee how I liked her. I went with him indeed; but one ſhip was the ſame to me as another: It was the vocation of a ſailor that had engaged my attention, and it was a matter of indifference to me what veſſel I ſailed in. We ſpeedily returned, and terms were propoſed, which I readily accepted, though the gentleman adviſed me to go a voyage upon trial. I told him there was no neceſſity for it, as I had already made up my mind, and wiſhed to have the indentures executed as ſoon as convenient, which was accordingly done; and on the 19th of May, 1754, I was bound apprentice to Mr. Charles Wood, maſter and principal owner of the Snow, Elizabeth and Mary, belonging to the port of Hull. Two or three days after, we ſet ſail for Narva in Ruſſia; I thought myſelf happy ſo far to have accompliſhed my wiſhes as to be now on a voyage; but I quickly found that the flattering proſpect of my imaginary happineſs was ſubject to be overcaſt with clouds; for the next day I was

taken

taken ill, but thought it was nothing more than a little ſea-ſickneſs: However my diſorder proved to be the ſmall-pox, which I had in ſo favourable a manner, that in fifteen days time, when we had reached our deſtined port, I was well enough to do ſuch duty as was aſſigned me, and was generally employed in cooking; but the carpenter wanting to caulk the ſhip, I was ordered to heat the pitch-kettle, which was not allowed to be done on board, as we lay along-ſide the wharf, and the warehouſes being built of wood, and ſtored with combuſtible commodities; I therefore went to the ſide of a hill at a little diſtance, which had a cavity at the top, filled with water; but the pitch taking fire, I ran to the top of the hill, and filling my hat with water, poured it on the flaming kettle, which made it rage with much greater fury, and brought one of the ſhips crew to extinguiſh it; for had it been perceived by the Fitzhookers, who are a kind of cuſtom-houſe officers, they would perhaps have had me ſeverely puniſhed.——Narva is a large town bordering on the gulph of Finland. The principal exports from this place are flax, timber, and corn. There is a remarkable water-fall at ſome diſtance above the town, where the river being upwards of one hundred yards wide, the water falls perpendicularly down a rock about twelve feet; the noiſe whereof may be heard at many miles diſtance. Above the water-fall is a grand Saw-mill, where

timber being floated down the river above is ſtopped, and ſawn into beams, planks, or deals, and then launched into the river below, and towed down to the ſea to be taken on board the ſhips in the road.

We took in a cargo of flax, which it ſeems the Ruſſian peaſantry, for want of better accommodations, conſtantly ſleep amongſt ſo long as it remains in their poſſeſſion; and the ſwarms of lice which appeared on our jackets when we ſtowed it into our veſſel, gave me an unfavourable idea of the condition of thoſe poor wretches.

This being my firſt voyage, and at ſo early a period of life, it cannot be expected I could gain much knowledge of the place, or become acquainted with the manners and cuſtoms of its inhabitants: I ſhall therefore reſerve a more particular account of ſuch matters for the ſecond part of my pamphlet, where my readers will find them briefly treated of, either from my own obſervations, or the communications of thoſe on whoſe veracity I thought I might ſafely depend; but in this place I ſhall content myſelf with relating ſuch incidents as happened on ſhipboard, or ſuch adventures on ſhore as engaged my young and inexperienced mind.

My-

My next voyage was to Gottenburg in Sweden, where we took in a cargo of iron and deals. Here we found an excellent harbour, which lying without the ſound, is well ſituated for foreign trade. In this country are many ſilver, copper, and iron mines. The exports are boards, gunpowder, leather, iron, coppet, tallow, &c. The fiſhery here afforded ſuch a plentiful ſupply of herrings, that we bought forty for a Stiver.

On our paſſage home, we had a hard gale, which continued eight days, and our veſſel frequently ſhipping very heavy ſeas, every thing looſe was waſhed off the deck, and we could have no fire all the time, and were therefore obliged to ſubſiſt on raw fleſh, which made the maſter exclaim that a man had better be a fiſh than a ſailor, excepting the little time he is on ſhore. If ſuch were the ſentiments of a man inured to the ſea, what muſt my thoughts be on the occaſion, who had never experienced ſuch hardſhips before? Dreadful indeed are the dangers to which poor ſeamen are frequently expoſed! I beg leave here to quote Mr. Hervey's deſcription of a tempeſt; for though I have often experienced the rough treatment of the roaring winds and raging billows, yet I cannot deſcribe the diſtreſs they occaſion in ſuch forcible language as he has done. "Navies," ſays he, "are rent from "their anchors; and, with all their enormous

"load

"load are whirled swift as the arrow, wild as the "winds along the vast abyss.—Now they climb the "rolling mountain; they plough the frightful "ridge, and seem to skim the skies. Anon they "plunge into the opening gulph; they lose the "sight of day, and are lost themselves to every eye. "How vain is the pilot's art! how impotent the "mariner's strength! They reel to and fro, and "stagger in the jarring hold; or cling to the "cordage, while bursting seas foam over the deck. "*Despair* is in every face, and *death* sits threatening "on every surge." He then admonishes them to implore the protection of the Almighty, whose power alone can save them—It is their only resource—their last effort to secure their eternal salvation; but it is like a death-bed repentance, and their sincerity can only be judged of by the searcher of hearts.

I have somewhere seen it observed, that when sailors are in such distress that they have scarcely any hopes of saving their lives, they will curse the elements, go to prayer, and make the most solemn vows of amendment, which are generally forgotten as soon as the tempest is over; but, to the honour of my brother tars, I can truly assert, that I have met with many humane and worthy characters in the service, who I have reason to suppose were neither wanting in their duty to their God nor their fellow creatures.

My

My next voyage was to Havre de Grace with a cargo of lead. Whilſt we were there, a report was ſpread, that there was likely to be a rupture betwixt England and France; on which a Frenchman obſerved, that his countrymen were very kind to the Engliſh to buy their lead, and give them it back for nothing; to which, anſwer was made, that the Engliſh are ſo generous a people, it need not be doubted but they will return the favour with intereſt.

On our return, we did not come through the Downs, and wiſhed to ſhun Yarmouth Road to avoid the preſs; but the wind veering and blowing a ſtrong gale, we were forced in, and ſoon after boarded by a boat belonging to the Auguſta's tender, and two of our crew were impreſſed; and when we reached Hull, I ſhared the ſame fate, and was hauled on board the John and Joyce, tender to the Colloden.

During my confinement, a ſcheme was formed by the impreſſed men, to take the ſhip from the crew, and run her on ſhore to regain their liberty; but the plot being diſcovered, Lieutenant Kirby ſent notice of it to Captain Smelt, (the regulating Captain on ſhore) to ſend him a reinforcement, which he no ſooner received than he doubled the guards, giving them poſitive orders to fire amongſt

us

us if we attempted to mutiny. After this we were all confined below every night, and in the day-time only two of us were ſuffered to come upon deck at once. Our confinement in this floating priſon laſted thirty-two days; after which we were happily releaſed and put on board His Majeſty's ſhip the Buckingham of 70 guns, commanded by the Honourable Temple Weſt, Rear Admiral of the Red. This being the firſt day, we employed it in ſlinging our hammocks; and the next morning all hands being called on deck, one of the boatſwain's mates told me I muſt now become a ſky-lark and mount up aloft; I therefore aſcended the foretop with much pleaſure, flattering myſelf I ſhould now make great improvement as a ſailor. When we had completed our ſtores and rigging, and got our guns on board, we ſailed round to Spithead to join Sir Edward Hawke, Vice Admiral of the White. Here we lay till the beginning of July, and being increaſed to the number of thirty-five ſail, His Royal Highneſs the Duke of Cumberland came to review the fleet; and on that occaſion, Lord Anſon, Admiral of the Blue, came down and hoiſted his flag on board the Prince of 90 guns; and then His Royal Highneſs put off in the commiſſioner's barge with twelve oars, and was followed by the three Admirals' barges; next went the Captains in their barges all ranged in due order according to their ſeniority; after them the Lieutenants in the pinnaces;

naces; and the Maſters, Mates, Midſhipmen, &c. in yawls and cutters. The yards and ſtays both fore and aft were manned through the whole fleet, with a man alſo at each topgallant-maſt head. The long train of gallant ſhips with the men thus diſplayed, was, to me, a new and pleaſing ſight; but ſtanding ſo long in an erect poſition on the yards, I muſt confeſs was rather painful.

As ſoon as the Duke came on board the Prince, the blue flag was ſtruck, and the royal ſtandard hoiſted, and the Prince firing a gun, the whole fleet gave a royal ſalute, each ſhip firing twenty-one guns. This we termed a Spithead fight, and thought it would have been without bloodſhed, but in that we were miſtaken; for unfortunately the Medway's main top-gallant lift gave way, and let twelve men fall, ſome on the deck and the reſt into the water, by which accident ſome loſt their lives, and others were very much hurt. The beach was crouded with ſpectators, who diſperſed as ſoon as his Royal Highneſs returned on ſhore.

Our naval parade being now ended, we got ready for ſea, and with ſixteen ſail of the line, and the Ambuſcade and Gibraltar frigates went out to cruiſe in the bay of Biſcay, in queſt of a fleet commanded by Admiral Macnamara with a homeward-bound fleet of merchantmen under convoy; but, though

 they

they eſcaped us, we had great ſucceſs in picking up a number of French veſſels returning home from foreign ports; for as they had not received intelligence of the rupture between the two kingdoms, they did not attempt to avoid us, and ſo became an eaſy prey.

Finding a fleet of obſervation no longer neceſſary in the bay, we returned to England, and on the 30th of September put into Plymouth with part of the fleet, (Sir Edward Hawke proceeding with the reſt to Portſmouth) and after we had docked our ſhip and completed our ſtores, we fell down from Hamoaze into the Sound; but having above our compliment of men, I and ſome others were ſent on board the Blandford of 24 guns, which had been taken by Commodore Guay, and carried into Nantes, but was ſent back by the French with a view to have the Lys of 50 guns and the Alcide of 64 reſtored by our miniſtry, they having been captured by our fleet under the command of Admirals Boſcawen, Holborn, and Maſtin, off Cape Breton in America. Sailing from Plymouth, we arrived at Spithead on the 5th of November, where we lay till the 30th of January following, and then ſet ſail for the Weſt Indies; and bringing to off the Eddiſtone, were joined by Rear Admiral Townſend in the Dreadnought of 60 guns. In our paſſage we touched at Madeira, the chief of the Canary iſlands, where

where we ſtayed ſome time to take in wine, water, &c.——This iſland appears like a ſtupendous hill, extending from eaſt to weſt; the clouds ſeem beneath its ſummit. The ſouth declivity of this hill is cultivated, and delightfully interſperſed with vineyards and moſt kinds of tropical and european fruits; the hedges are adorned with myrtles, roſes, jeſſamine, and honey-ſuckles, in continual bloom; many kinds of beautiful flowers ſpring up ſponta-neouſly, and the country ſeats of the merchants promiſcuouſly ſcattered about, form a delightful proſpect. The Madeira wines are ſo well known as to need no deſcription.

Leaving Madeira, we ſailed in company with the Dreadnought, till we had paſſed the Tropic, when we parted from her, ſhe ſteering for Jamaica and we for Barbadoes, where arriving on the 1ſt of April, we found the Wincheſter, the Captain whereof informed us that the Warwick was taken by a ſquadron of French men of war off Dominica. This iſland is ſaid to be about twenty-five miles long and fifteen broad. It produces ſugar, rum, molaſſes, ginger, cotton, &c. Its principal fruits are pine-apples, oranges, lemons, citrons, limes, figs, tamarinds, cocoa-nuts, pomegranates, &c. It abounds alſo with hogs, cows, oxen, and horſes, and ſome ſheep are kept, but the mutton is inferior to that we have in England. Poultry and wild foul

are

are alſo plentiful. The bays afford excellent fiſh, ſuch as the parrot-fiſh, cavelloes, ſnappers, flying-fiſh, and many others. A ſhort deſcription of the flying-fiſh may perhaps be agreeable to ſuch of my readers as are not converſant in natural hiſtory: It is about the length of a herring, but thicker and rounder; and its fins being large and flexible, when they are expanded they ſerve in ſome meaſure the purpoſe of wings, ſo long as they remain wet; but as ſoon as they become dry, they grow ſtiff, and the fiſh falls again into the water, except its fins are moiſtened by daſhing againſt the ſpray, and then it will take another flight. I have ſometimes ſeen them fly on board of a ſhip when they have been purſued by the dolphins, which prey upon them in the water; and if they fly out of that element, they are frequently caught by the boobies which hover above the water to devour them; but notwithſtanding that many of them are thus conſtantly deſtroyed, they are ſtill found here in great plenty, and are excellent food.

After we had been ſome time here, we ſailed for Antigua, and to windward of Guadaloupe fell in with three ſail of line of battle-ſhips detached from the ſquadron which had a little before taken the Warwick, and chaſing us, we ran into Engliſh harbour for ſafety; but our fears were quickly over, as Admiral Frankland arrived with a ſquadron from Europe, which gave us the ſuperiority in the leeward iſlands.

War

War being declared againſt France on the 12th of May, 1756, we went on a cruiſe about ſixty leagues eaſt of Barbuda, and fell in with and took the Pacific of ſix hundred tons burden, mounting 16 guns, laden with flour, wine, ſhoes, and pickled geeſe, bound to St. Domingo, and belonged to Bourdeaux.

About forty leagues to windward of Barbadoes, we came up with two outward-bound Engliſh ſhips, and as the coaſts ſwarmed with French privateers, our Captain engaged to eſcort them ſafe in with the land. The next day we diſcovered two ſchooners and a ſloop privateer in chaſe of us. Having ordered the merchant ſhips a head of us, we hoiſted Dutch colours, going under an eaſy ſail, till two of the French veſſels being within point blank ſhot of us, gave us a ſmart ſalute, which we ſeemed to take little notice of till the other ſhip came up, and then hauling down the Dutch colours, and hoiſting the Engliſh, we returned their compliment in ſuch a manner that they ſeemed perfectly ſatisfied; and putting out their oars, and hauling cloſe to the wind, they haſtily bade us adieu. The conſtruction of theſe ſhips was ſo well adapted for flight, that we found it in vain to attempt to chaſe them. We then bore away with the ſhips we had in charge into Carliſle bay, where we left them, and again beat to windward, and one day relieved a ſhip which had been chaſed ſixty leagues.

After

After having made ſeveral unſucceſsful trips, we were ordered to heave down in the Engliſh harbour to have our ſhip careened, for her bottom was become ſo foul, that we could come up with nothing we gave chaſe to.

During our being in harbour, there was a hurricane which bore down almoſt every thing before it, and the ſea roſe ſo high that it broke over the horſeſhoe battery. After the tempeſt abated, the Edinburgh and Anſon came into harbour; the former under jurymaſts, having carried all by the board, and the latter with her fore-maſt ſprung, having had all her ſails blown from the yards. Whilſt we were careening our ſhip, Captain Richard Watkins, who had married Colonel Laſley's daughter, having a houſe at St. John's, ſpent ſo much of his time there, that Admiral Frankland not approving of his conduct, ſent a remonſtrance, and ordered him immediately to return; to which the captain ſending a contumacious anſwer, he was, by order of the Admiral, arreſted and made a priſoner, and afterwards tried by a Court Martial for contempt, diſobedience, and neglect of duty, and was ſuſpended and ordered home; and the Admiral made Mr. Penhallow Cummings (then maſter and commander of the Saltaſh ſloop) Poſt Captain, and appointed him to the command of our ſhip; and alſo made Mr. Charles Middleton (now Admiral Middleton) maſter

maſter and commander, and gave him the command of the Speaker Brig; but neither the Saltaſh nor Speaker being there, Mr. Middleton commanded our ſhip till we met with the Saltaſh.

Soon after this, we captured a ſchooner privateer called Le Victorie of 14 guns and 80 men, and the next morning retook an Engliſh ſnow, and carried them into Montſerat; but not finding an approved agent there, we again put to ſea with them, and went to St. Chriſtopher's; and on our return to windward, we took a ſloop privateer of 10 guns and 50 men, which we carried to St. John's; where finding the Saltaſh, Mr. Middleton reſigned the command of our ſhip to Captain Cummings; and, according to his appointment, took the command of the Speaker, with which veſſel we ſailed in company on a cruiſe to windward of Barbadoes, and gave chaſe to a ſchooner privateer, which led us many leagues to the leeward; and on coming up with her, Mr. Middleton endeavoured to gain the commiſſion, by being the firſt on board of her, which is not only a point of honour, but alſo a matter of intereſt: He therefore hoiſted out his boat, with all ſails ſet, at the rate of ten knots, by which he filled the boat with water, and with difficulty ſaved the lives of the two men that were in her, although he immediately threw all his ſails to the maſts. This gave us an advantage, which we made the beſt uſe of,

and

and had the honour of gaining the prize which the others had riſqued their lives for. Many bets were made as we paſſed Carliſle bay reſpecting which of the two, the ſhip or the brig, would firſt come up with the chaſe.

Our cruiſe being out, we returned to Engliſh harbour; and a tranſport with ſoldiers on board, (deſtined to reinforce Lord Louden's corps in North America) having ſprung a leak at ſea, and running for Antigua, put in there; and the ſoldiers were placed in the garriſon at Monk's Hill till a ſuitable veſſel could be procured for them to proceed in; but none being found, the Admiral ordered us to take them on board and carry them to New York, where we arrived on the 9th of April, 1757. In our paſſage thither, a ſoldier's wife was delivered of a boy who was named Blandford, after our ſhip.——New York is an exceeding fine city, advantageouſly ſeated on a point between the north and weſt rivers, which join at the ſouth eaſt end of the town, and fall into the ſea at ſandy hook. It is the mart of commerce for the ſtate of New York, and might vie with ſeveral of the commercial cities in Europe to which it has an extenſive trade. The country abounds with grain and various kinds of fruit and vegetables. The river affords plenty of oyſters, but being freſh water, they are too lucious to eat raw, but are excellent when ſtewed. After

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ſome time ſpent here, we returned to Carliſle bay, where our Captain deviſed means to diſguiſe the ſhip, in order to deceive the privateers, as many of them had got to know her; and they being moſtly Bermudian-built veſſels, properly conſtructed for running, and always kept clean, and their bottoms payed with a compoſition of chalk and tallow, they had much the advantage of us in ſwiftneſs of ſailing; we therefore had a falſe ſtern made to ſhip and unſhip at pleaſure, and a bonnet made to the jib which we could take off, and the ſail being ſet without it, had the appearance of a Dutchman's ſmall ſpitfire jib, and hoiſting Dutch colours, the privateers were ſometimes deceived, and ventured nearer us than they otherwiſe would have done.

While we continued here, a ſloop privateer came and looked into the bay, ſtanding ſo cloſe in, that they fired at her from Needham's Fort, on which our Captain came on board and determined to chaſe her. It was then two o'clock in the afternoon, and about one in the morning we came up with and took her; but ſhe had led us ſo far to the leeward, that it took us a fortnight beating to windward before we got to Barbadoes. She proved the Minerva of Fort Royal, Martinico. I and ſome others went on board this prize which we found in a wretched condition, for ſhe was ſo leaky we could ſcarcely keep her afloat, and they had ſlacked all

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the lanyards of the ſhrouds, knocked out the wedges of the maſts, and ſawn the gunwales through into the ports to increaſe her ſpeed in their flight, ſo that ſhe appeared as if ſhe would go to pieces under our feet. The French Captain, who had but one hand, was a very polite and ingenuous man. He told us he had taken our ſhip for an African trader, and intended to have cut her out in the night.

I cannot ſay that our accommodations on board the prize were very comfortable, for we had no bedding, and no where to ſleep but on the water-caſks in the hold, where we were ſo infeſted with the moſchettos and ſand-flies that we could get little reſt; nor was our ſituation upon deck more eligible, for it blew ſo hard that we were continually wet.

After coming to Barbadoes, we put our priſoners on ſhore, and choſe an agent, who ſent a prize-maſter on board to take charge of the Minerva; and having got a ſupply of water, we ſet off again in ſearch of new adventures.

About fifty leagues north eaſt of Antigua, we ſaw and gave chaſe to another ſloop privateer which we followed from ten o'clock in the morning till three o'clock in the evening, when ſhe running cloſe in with the iſland of Barbuda, led into ſhoal water, where we could not follow her, and ſo was forced

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to give up the chaſe after we had fired upwards of a hundred 9lb ſhot from two guns pointed out of the head doors as chaſe-guns. She once was ſo near under our bow, that we fired at her with muſkets from the fore-caſtle and off the fore-yard, by which we ſhot away the earing of her ſquare ſail and her ringtail tack; but they quickly repaired the damage, and the wind dying away, ſhe was ſoon out of our reach.

Our former Captain having been ſuſpended, as I mentioned before, Captain Cummings ſucceeded him in the command of the Blandford. He was an excellent ſeaman, but extremely rigid in his diſcipline, and would frequently with-hold the mens' allowance of grog on the moſt trifling occaſions. I have known him call all hands to ſway up the main top-gallant yard, which ten men would have effected with eaſe; and if we were not all upon deck in five minutes, he would place a petty officer at every hatchway to ſtop thoſe who remained below, and would order each man a dozen laſhes at the gangway for his tardineſs. He would alſo on the leaſt provocation being given him by any of the quartermaſters, boatſwain's mates, midſhipmen, or other maſter's mates, break them and turn them before the maſt, diſrate them of their wages, and ſometimes flog them.

After

After making a few trips, in which nothing remarkable happened, we were again ordered into Engliſh harbour, where Commodore Moore arriving to take the command, (Admiral Frankland being re-called) and bringing with him a fleet of merchant ſhips bound to Jamaica, ordered us immediately to take in all our ſtores and guns, and eſcort the fleet to Port Royal, and there put ourſelves under the command of Rear Admiral Coats, who ſoon after our arrival, ordered us to convoy two brigantines laden with ſlaves to Carthagena, and the value of their cargoes being to be paid for in bullion, or uncoined gold, we proceeded to Porto-Bello for it.——This is but a mean place, yet fortified with much care and expence, and is of great advantage to the Spaniards; for being ſituate on the north eaſt ſide of the iſthmus of Darien, whence it is but ninety miles acroſs to Panama, it is much eaſier and ſafer for them to bring their bullion thither on mules, and tranſport it in guarda coſtas to La Vera-Cruz, to be put on board their regiſter ſhips for Cadiz, than to have it brought through the ſtormy ſeas round Cape Horn, or ſent acroſs the pacific ocean, and then home.

In our paſſage to Porto-Bello, we were alarmed with the appearance of a water-ſpout at a little diſtance on our weather-bow; it ſeemed to approach us very faſt, and we were preparing our guns to fire at

at it, but it began to weaken, and quickly diſperſed, letting fall ſuch a body of water, that had our ſhip been under it, ſhe muſt have ſunk. They are frequent on this coaſt, and their firſt appearance is a dark cloud, which extends itſelf into the form of an inverted cone or ſugar-loaf, the ſmall end pointing to the ſea, and ſtretching out like a huge funnel, which no ſooner comes in contract with the water, but it appears greatly agitated, and a large body of it is drawn up into the clouds, which becoming overcharged, it generally falls again in the rapid manner I have deſcribed. This phænomenon I ſuppoſe is cauſed by the whirling round of the clouds, acted upon by contrary winds meeting in a point, nearly in the ſame manner as duſt, ſtraw, &c. are raiſed by a whirlwind at land.——This country abounds with various kinds of tropical fruits, which ſpring up ſpontaneouſly, and frequently drop from the trees, and remain to rot on the ground. Large birds of the Pelican kind are frequently ſeen here flying about the harbour, and prey upon the fiſh, which they will dart down upon and catch ſeveral feet under water. The beak of one of theſe birds cut off at the eyes, might be ſo extended as to draw over a man's head like a night-cap. I ſaw one of the largeſt alligators here that ever I met with.

After we had received on board the wedges and bars of gold brought us from Panama, we ſailed

for Carthagena, and in a few days arrived in Bucha Chica road, and anchored close under the guns of the caſtle, but were not ſuffered to go into the harbour; however the Spaniſh governor behaved to us with great politeneſs; made our Captain ſeveral handſome preſents, and ſent two ſmall bullocks and fourteen large tortoiſes for the uſe of our ſhips company; but we had no other means allowed us to procure water, than by ſinking a caſk in the ſand for a well, near the caſtle, which was the very ſpot where the bones of the forces which co-operated with Admiral Vernon's fleet in 1740 were depoſited.

Our Captain having ſtopped as much of our allowance of rum as he ſold at Porto-Bello for 20l. 8s. bought a few ſegars here, and ſerved them amongſt us, ſaying, that ſmoaking would prevent thoſe diſorders the humidity of the climate might occaſion; he alſo gave us two days proviſion of freſh beef; but after our return to Jamaica, he ſold all the ſalt beef and pork that was due to us; and the money which aroſe from the ſale thereof, as well as the beaſts and tortoiſes given us by the Spaniſh governor, he appropriated to his own uſe.

Coming again to Port Royal, Admiral Coats ordered our Captain to take in charge a homeward-bound packet and ſome veſſels bound to America. In our paſſage, we fell in with and took three ſail

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of large Dutch ſhips, and a brig of three hundred tons burden, laden with ſugars, rum, coffee, cocoa, cochineal, cotton, indigo, &c. which were conſigned to Bourdeaux, but they ſailed ſo heavily they could not keep up with the fleet; and as going at ſuch a ſlow rate would retard the voyage of thoſe veſſels we had taken under convoy, the Captain of the packet, and the maſters of the homeward-bound ſhips, agreed to run their paſſage without us, that we might wait to conduct our prizes ſecurely into port. But about fifteen leagues eaſtward of Port Marant, we diſcovered a conſpiracy which had been projected on board one of the Dutch ſhips; for the governor of Port au Prince's lady being a paſſenger, ſhe adviſed them to keep as far behind our ſhip as they could, without cauſing ſuſpicion; and when it was dark, to ſeize our Lieutenant and his men, and throw them overboard; and the Dutch mate to take the command, and make all the ſail he could northward; conjecturing that we would not hazard loſing the three other ſhips to purſue theirs, which we might ſuppoſe to be at a conſiderable diſtance, and not eaſily found, as we could not know for a certainty what courſe they would take. But the lady making uſe of the French language in her converſation with the Dutch mate, &c. our ſecond Lieutenant underſtanding French, diſcovered their plot; and, ordering the man at the wheel to luff nearer to the ſhip, one of the Dutchmen gave the

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man at the helm a blow, and ſtrove to take the wheel out of his hand, when Mr. Mowat (for that was the name of the Lieutenant) hailed us, informed us of their deſign, and deſired immediate aſſiſtance, as our men on board the Dutch veſſel were too few to cope with the priſoners if they were reſolved to mutiny. On which we ſent out a boat with a ſufficient force to quell them; and the Mate, Boatſwain, and principal ringleaders were brought on board our ſhip, put in irons, and kept ſeparate from the other priſoners. We then ſet ſail, and carried them ſafe into Port Royal; and chuſing Samuel Bean, Eſq. and Mr. Papley of Kingſton, as our agents, we worked up to that place; and leaving a Midſhipman on board of each ſhip, and appointing Mr. Sprat (whom the Captain had cauſed to be tried by a Court Martial held on board the Marlborough between our coming from Carthagena and going out with the packet, &c.) to ſuperintend the whole, we prepared for another cruiſe. Before we left this place, the Auguſta came triumphantly in with nine ſail of prizes, which ſhe alone had captured all together, eight of them being ſtout ſhips, and the other a brig.

We were next ordered to cruize off Cape Francois, where we were daily either chaſing or were chaſed by Rhode-iſland and other American privateers; we therefore ſpoke with many of them, and

and agreed upon ſignals, by which we might be able to diſtinguiſh our friends from our foes: In the day time an enſign was to be placed on the fore-top maſt head, and in the night ſix falſe fires were to be diſplayed on the quarter deck. This we found prevented many inconveniences, and ſaved us much unneceſſary trouble. We ſometimes ſtretched in cloſe under the forts to get a view of the harbour; and after cruiſing here about a month, took a Dutch ſloop from Curiſo, but examining her papers, let her go again. After that, we took a Dutch ſchooner, called the Prince William, which we retained; and three days after, we took another Dutch ſchooner, called the Induſtry, which we manned and kept with us till we captured two more ſchooners, one a Dane, and the other a Spaniard, when we bore away with our four little prizes to Jamaica, where we found that the court of admiralty at Kingſton had condemned two of the Dutch ſhips that we had before carried into Port Royal, but the other being cleared, proceeded on her voyage. We now went to Kingſton to land the cargoes of our prizes, when the Captain finding ſomething amiſs in the conduct of the Maſter, he again confined him as a priſoner, notwithſtanding he had been honourably acquitted of his former charge. Having finiſhed our buſineſs at this place, we fell down to Greenwich to take in ſome ſtores; and here the Captain cauſed the Boatſwain (Mr. Richard Lee) to abſent himſelf from

from the ſervice, ordering the boat to put him aſhore. When we returned to Port Royal, we found the admiralty court had releaſed the Dane and Spaniard, but adjudged the two Dutch veſſels to be legal prizes. The Captain now cauſed the Induſtry, which was New England built, and a prime ſailor, to be fitted up for a tender to the ſhip, for the purpoſe of running cloſe in ſhore after ſmall veſſels, which by reaſon of their ſmall draught of water, could eaſily get out of the ſhip's way. Mr. William Huſband had the command of this tender, which mounted 16 ſwivel guns, and had 20 men; and I was appointed gunner's mate. But the trade being now ready to ſail for Europe, the Admiral appointed the Lynn of 44 guns, and the Sphinx of 24 guns, as a convoy; yet the merchants petitioning for a ſtronger force to eſcort ſo valuable a fleet, we were ordered to join them; and ſailing from Port Royal on the 20th of June, 1758, we anchored at Bluefields the day following, where we watered, and were joined by the trade from Peak Bay, Savannah, La Mar, &c. Leaving Bluefields with about three hundred ſail in company, great and ſmall, (ſome of which were only going to America) a few nights after our departure, the thunder and lightening being ſo violent, we were in imminent danger of running foul of each other; for the flaſhes were ſo glaring as to make our eyes dim, and the intervals ſo exceeding dark, that to prevent accidents, ſome

veſſels

veſſels kept tinkling bells, others beating drums; and thoſe which had neither, made a noiſe on the deck with handſpikes. Providentially no diſaſter happened to any of the fleet.

The Captain having given directions and poſitive orders to Mr. Huſband, [maſter's mate,] reſpecting the order of ſailing, to keep the Induſtry a point and a half on his weather-bow, and at a mile and a half diſtance; and to Mr. James Blake, the other maſter's mate, commanding the other ſchooner, to keep one point and a half under his lee-bow, and at the ſame diſtance as the other, appointing ſignals to each; and our veſſel going as if ſhe had been in ballaſt, he would make our ſignal every evening to run round the fleet, and gather in the ſtragglers, by making the headmoſt ſhorten ſail, and the ſternmoſt make more ſail; ſo that we were almoſt conſtantly employed. One day while we were at dinner, our ſignal (a white pendant at the mizzen peak) had been flying ſome time unperceived, when the whizzing of a nine-pound ſhot, fired from the ſhip diſturbed our repaſt, and before we could bear down it was followed by another; then putting our helm a weather, we wore, and came under his ſtern. He then taking the ſpeaking trumpet, hailed, ſaying, "Mr. Huſband! why don't you obſerve my ſignals?" and ordered him to make all the ſail he could, and ſteer W. S. W. till ſunſet, in order to

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make ſome ſmall iſlands called the Granadillas, lying S. W. of Cuba, and to ſet the bearing of the fleet before we loſt ſight of it, that we might know how to ſteer for it in the morning; ſo we ſpread all our canvas, and ſhaped our courſe according to his command; and by four o'clock loſt ſight of the fleet which then bore N. E. by N. diſtant about ſix leagues; and continuing our courſe as had been directed, till the ſun was below the horizon, we hauled up N. W. that we might fall in a head of the convoy. In the morning, a man going up the ſhrouds, cried out, "the fleet," but ſoon diſcovered his miſtake, for the objects he beheld were not a fleet of ſhips, but trees on the Cuba ſhore. We therefore concluded we were far a head; and ſeeing a ſail under our lee, we bore away to ſpeak to her, and found her to be the Dutch ſloyght which we had before carried into Port Royal. On hailing her, the Mate aſked Captain Thompſon if he was acquainted with the gulph, and on being anſwered no, he ſaid if he could keep up with us he would ſee him ſafe through. The Dutchman thankfully accepted his offer; but Mr. Huſband deſigned, if he could meet with a privateer in the bay of Mexico, to take poſſeſſion of the Livedee and carry her to Providence, where he thought Governor Tinker would condemn her at all events. However our water having been put into rum caſks, and kept whilſt it ſtunk very much, and being alſo in want

of

of other neceſſaries, we one night deſerted the veſſel, telling Mr. Huſband in the morning that we believed ſhe had run a ſhore, at which he ſeemed much diſturbed, but had recourſe to his uſual method of diſpelling uneaſineſs—by hard drinking, which he followed up ſo cloſely, that it almoſt prevented him from taking the neceſſary obſervations. Complaining of our water, &c. he propoſed carrying us to Mexico, or elſe to Havannah, but we objected to it, ſuppoſing he had a deſign to ſell the ſchooner, and turn us adrift among the Spaniards. At the time we left Bluefields, he had fourteen gallons of rum of his own, beſides his ſhare of the ſhip's ſtock, which being all expended, we refuſed to ſupply him with what belonged to ourſelves, telling him he had got his due, and muſt expect no more. He replied he could not ſubſiſt without liquor, but if we would conſent to go to Providence, he would procure us a ſupply; to this we conſented, and let him partake of our allowance; but falling into the current, it carried us through the gulph as far as Beheima bank before we diſcovered that we were in it; ſo that being now paſt Providence, we intended to have ſteered for Charles Town, but fell in with Port Royal, which is about fifteen leagues to the ſouthward of it; and ſeeing a ſail, we gave chaſe to it; but Mr. Huſband thinking we did not ſet the ſails with alacrity, began to ſwear, ſaying, that if we did not obey his commands, he would

throw

throw his books and inſtruments overboard, and we ſhould all go to hell together. Having come up with the Snow we were in chaſe of, and which proved to be an Engliſh veſſel, ſhe accompanied us into the Rebellion road, and after that we proceeded to Charles Town, and ſaluted Captain Hale of the Winchelſea of 13 guns, and I and another were ordered by our officer to put him on ſhore, which we did, and got ſome rum and freſh beef; but at night he returned in the pilot-boat, and coming along ſide of us, as I had the firſt watch, he ordered me to get up the runner and tackle, and call aſſiſtance to hoiſt up two hogſheads of ſugar which had been taken out of the Prince William prize, and ſtrike them over the ſide into the pilot-boat; but I told him the tackle was too much out of repair to do it: He then ſaid we might put ten bags of coffee into her; but (ſuſpecting he had a deſign to embezzle them) I ſaid neither I nor he could juſtify ſuch a proceeding. As I refuſed to obey his orders, he and the pilot went into the cabin, where they ſat drinking till break of day, and then went on ſhore again, and we ſaw him no more till about a fortnight after, when ſeeing the Blandford coming over the bar, he came on board; and when the ſhip came to anchor, Captain Cummings obſerved Mr. Huſband walking about on the deck of the ſchooner, who not ſeeming to pay him a proper attention, he hailed him with a ſpeaking trumpet,

trumpet, saying, "Mr. Husband, you seem as great a man as myself;" after which Mr. Husband ordered us to put him on board the Blandford: And the Captain determining to take the schooners no farther, an agent was appointed, and they were disposed of. The Blandford only brought in four vessels under convoy, all the rest having been dispersed in a gale of wind.

Whilst the ship was in the gulph of Mexico, our Captain put the first Lieutenant under confinement for sleeping on his watch, and Captain Hale sent us Mr. George Gaborian, his second Lieutenant, to supply his place. We now sailed from this place in company with the Winchelsea, with thirty-five sail under convoy; but on the 6th of September we had a hard gale from W. S. W. which brought the whole fleet under their courses, and still encreasing, and night coming on, the Winchelsea made a signal for bringing to, and each vessel got under such sail as she could lie to in the easiest manner. Our ship brought to under a balanced mizzen, and she being old and leaky, we were obliged to pump for our lives; and the water seemed to gain upon us, although we used both our chain and hand pumps, and baled the water out with buckets besides. About two o'clock in the morning, the tempest was so violent that we every moment expected to be buried in the deep; for the ship lay almost on her beam

beam ends, and the water reached five ſtrakes upon the main deck, and the ſheet anchor being on the lee-bow, ſhe lay motionleſs ſeveral minutes, as if ſhe was going down; but at length ſhaking her head, ſhe righted; and towards morning we got the pumps to ſuck. When it was light, a Snow in company foundered, but the crew were ſaved, excepting one man, who ſeemed more anxious to ſave his money than his life; for though he knew the veſſel was going down, and ſaw the men crouding into the boat as faſt as they poſſibly could, yet he ran to his cheſt to ſecure his treaſure, and, poor wretch, his life was the forfeit of his temerity. Our ſhip lying juſt in the trough of the ſea, the raging billows, like high mountains, ſeemed as if they would roll over our maſt heads, and we could not diſcern the other ſhips at the diſtance of four cable lengths from us. Weathering our helm we put her before the wind, and ſcudded at firſt under our bare poles, till fourteen ſail of the merchantmen ſaw and followed us, (the remainder ſtill lying to with the Winchelſea, which had loſt all her maſts.) We then looſed the gooſe-wings of our foreſail, and ſcudded under them to prevent the ſea pooping us; and when the tempeſt rather abated, we ſet our cloſe-reefed fore-top ſail; and though our danger was over, but a few days after, we were threatened with another quite as alarming, though of a different nature: The Steward's books taking fire in

his

his room just over the magazine, the ship must have been blown up, had not the purser been awake in his cabin in the gun-room; but he perceiving it, the fatal consequence that might have happened was prevented.

It continued to blow for some time, and when we arrived off Scilly, we had only four sail in company. The wind blowing down the channel, we put into St. Mary's Sound; and while we were there, a ship came in from Malaga, which had been out so long, that her bottom was quite green, and her sails and rigging bleached white; the crew were so emaciated with continual fatigue, and their strength so much exhausted, that they could scarcely hold themselves on the yards; and one of them was so weak that he fell from the main yard as the ship came into the Sound. We sent out our long boat, with hands, to their assistance.

When the wind came westerly, we sailed again, and on the first of November anchored in Cawsand Bay, and the next day moved into Plymouth Sound, and in consequence of orders we received, went into Hamoaze, where the ship was surveyed, and found unfit for further service, and was therefore stripped and laid at moorings in Millbrook Cove. While we were here, a court martial was held on board the Duke for the trial of Mr. Sprat, our

Master, and Mr. Gribble, our Lieutenant; the result of which was the acquittal of the Master, and the breaking of the Lieutenant, but not so but that he might be restored again. No sooner had Captain T. Hanway pronounced the sentence, but he produced an order from the admiralty court to try Captain Cummings on a charge of cruel and unwarrantable treatment of the officers and men under his command, and embezzling their allowance, &c. and particularly in sending the Boatswain out of the ship at Greenwich in Jamaica, and forcing him to leave the service; when the charges were proved, the Captain was broke of his command under the 32nd article of war, and rendered incapable of ever serving again in the capacity of an officer in His Majesty's service, his heirs and successors.

The Blandford now being laid in Rotten Row, part of our officers and men were sent on board the Orford of 70 guns, the rest remaining in our own ship till the Vengeance frigate of 28 guns (prize to the Huzza) was put into commission, and the command of her given to Captain Joseph Hunt, and then we were sent on board of her; and in January, 1759, being ordered to Ireland, we sailed for Dublin Bay, where we lay till April to procure men for the service, and were attended by two cutters and a wherry, in the latter of which we put about 20 men and an officer, and sometimes went to sea as far as the high

high land of Wicklow to reconnoitre the coaſt, and when we perceived a ſhip coming in, we concealed ourſelves, and let only the wherry men be ſeen, who were pilots for the bar and polebeg; and one day as the Dublin Letter of Marque from New York was coming in, we ſheered under her lee, aſking if they wanted a pilot? the Captain ſaid they did, and told us to come along ſide; but the men having ſome ſuſpicion of our deſign, bid us keep off, or they would fire upon us. Now making the ſignal to the ſhip, ſhe looſed her top-ſails, and ſheered them home; we then fired ſeveral guns in order to bring her to, and ſent the boat with an officer and a proper number of hands to go on board of her; the officer they admitted, but the men they refuſed. Having therefore ſmall hopes of ſucceeding, we proſecuted our deſign no farther at this time, but when night came on, ſhe ſtretched over towards the hill of Heath, but in the firſt watch came and brought up a-beam of us within a quarter of a mile diſtance, whereupon the Lieutenant ordered the cutter to row guard round her all night, and ſent the yawl to the Captain at Dublin, who brought down the two cutters, and re-inforcing them from the ſhip, boarded the Letter of Marque, one on each quarter, while we with our yawl and cutter boarded her on each bow at the ſame inſtant; but finding the men had taken cloſe quarters, we ſcuttled their decks with axes, and fired down

amongſt

amongſt them, while they kept firing up at us where they ſaw the light appear. After having ſhot one of our men through the head, and another through both his thighs, they ſubmitted, and we got 16 brave fellows. There was a woman and a child in a ſide cabin in the ſtate room, neither of which had received any injury, although the ceiling above them was full of ſhot-holes. Such are the methods frequently made uſe of to obtain ſeamen for the ſervice in this land of liberty. It ſeems ſhocking to the feelings of humanity, for a ſailor, after he has been a long voyage, endured innumerable hardſhips, and is juſt returning to his native land with the pleaſing hope of ſhortly beholding a beloved wife and children, ſome kind relations, or reſpected friends, to be forced away to fight, perhaps to fall, and no more enjoy thoſe dear connexions—it is a hardſhip which nothing but abſolute neceſſity can reconcile to our boaſted freedom.

After leaving Cork, we arrived at Plymouth in May, and having delivered moſt of the new men to the guard ſhips to be at the diſpoſal of Vice Admiral Harriſon, went into dock; and on our coming out again, the Admiral ordered Captain Hunt to quit the Vengeance, and take command of the Unicorn, and gave Captain Gemaliel Nightingale of the Badger ſloop the command of our ſhip; and then we ſailed again for Liverpool on the ſame ſervice,

ſervice, where we joined two ſhips and two cutters tenders on the ſame employ. One of the cutters being cruiſing about Formby Sands, as the Golden Lion was coming in from the Greenland ſeas, made the ſignal of their not being able to board her, whereupon we looſed our top-ſails, and fixed a ſlip bouy on the cable, and on her nearer approach, ſheeting home the top-ſails, prepared to ſlip; but, on perceiving the tender's boat along ſide, as well as our own cutter, the firſt Lieutenant ordering the barge to be manned; and ſtepping into her himſelf, accompanied by the Maſter at arms, we put off, and went along ſide the Lion, where finding all quiet, the Lieutenant bade us ſtay in the boat till we were called; and having obtained the ſhip's book of Captain Thompſon, muſtered the crew, and they anſwered ſeverally to their names; but a Topſom ſhip having been loſt in the ice, and ſome of the men taken on board the Lion, they lay concealed, which being unknown to the Maſter and Lieutenant, and the wind and tide favouring their deſign, they had not the leaſt doubt of ſucceſs; but when ſhe had drifted nearly a-breaſt of the Vengeance, a man ſtepping aft, and righting the helm, ſaid, fill the main top-ſail, which alarming the Lieutenant, he ran to the gangway, ſaying, ſtep in, my lads, and let go the anchor, which we immediately attempted to do; but as I aſcended the ſide, I heard a man call to the people concealed below,

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to hand up; on which they were presently furnished with lances and flinching-knives, which beginning to make use of in their defence, we were obliged to jump into the boat again as fast as we could, and put off, lest they should let some of their boats (which hung in the tackle) run upon us and sink us. They having taken our officers prisoners on the quarter deck, immediately made sail, and our ship slipping her cable, pursued them, firing several point blank shots till some of them striking the town, we desisted, and came to in the Slyne, the Lion having gained the dock, where being moored, and her sails furled, the prisoners were released, and taking them into our boat, put them on board the ship.

Pressing on shore at Liverpool had been deemed impracticable, and some gentlemen one day told our Captain they were certain he durst not attempt to do it; but soon after he came to the dock head, and stepping into the barge, ordered us to put off, and go on board; and when it was dark, sent us and the cutter's crew, with some officers and a suitable reinforcement of men, to try if it were possible to succeed or not. We accordingly began our business, and soon picked up 16 men, but only one of them being a seaman, him we detained, and the rest we set at liberty. The next day, July 29th, being their fair day, mustering a gang of 80 men, we went

went ashore; and after picking up several straggglers, we surprized the Lion's crew in the custom house just as they were about renewing their protections. We secured 17 of them, and guarding them along the streets, several hundreds of old men, women, and boys, flocked after us, well provided with stones and brickbats, and commenced a general attack; but not wishing to hurt them, we fired our pistols over their heads, in order to deter them from further outrage; but the women proved very daring, and followed us down to low water mark, being almost up to the knees in mud. We also pressed 16 men out of the Nancy, and 14 out of the Jenny; the latter (being determined to preserve their vessel if possible) had confined their Captain and Chief Mate in order to fight their way through; and the Cook had got a pot full of boiling tallow to scald us with as we got up along side; but the wind being south, and not having a pilot, and the second Mate not daring to take charge of her in the river, they submitted to their fate. The Ingrim coming in from Tuttola, we slipped, and following her into the Shyne, also pressed 26 of her men, whom Captain Nightingale ordered severally to the gangway for having fired into the settlers as they passed them at the rocks.

Leaving Liverpool, we sailed to Douglas Bay in the Isle of Man, and thence to Dublin Bay, and after

after that to Plymouth, where we docked, and then were ſent to convoy ſome victuallers to the grand fleet under the command of Admiral Hawke, Vice Admiral Hardy, and Commodore Young, who were blockading Breſt harbour; and at our return, we were ordered by Commodore Hanway to convoy ſome more victuallers to Commodore Duff's ſquadron before Port L'Orient, and to join him. Here we lay at anchor as quietly as if we had been at Spithead, only we did not moor our ſhips, kept a better look out, and ſometimes the Commodore would detatch part of the ſquadron to reconnoitre the coaſt, and keep a ſharp look out at ſea. Soon after this, being ſent to cruiſe on the coaſt of Spain, in company with the Firm of 60 guns, the Southampton of 36, and the Pallas of 32, we were joined by the Fortune ſloop of war of 24 guns, which was bound for England as a convoy to ſome light victuallers; but having the day before fallen in with the French grand fleet, commanded by Monſieur Conflans, ſhe effected her eſcape by her ſwiftneſs of ſailing, leaving the ſhips ſhe had in charge to their fate, and proceeded to inform us of the fleet being out, and that it ſtood for Quiberon bay. We were not ſurprized at this intelligence, as we had ſome nights before ſeen unuſual lights on the coaſt of France. A council of war was now held on board the Firm, and it was agreed that the Firm, Fortune, and Southampton, ſhould go in queſt of

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the British fleet under the command of Sir Edward Hawke; the Pallas proceed to Cape Finisterre with intelligence for the Commanders of the Fame and Winsor, they being cruising off there; and the Vengeance endeavour to make Quiberon bay, and, if possible, bring out the remainder of our squadron. Our Captain returning, we hoisted in our boat, and applied ourselves to the dangerous task assigned us, carrying a press of sail all that night and the next day; and in the night of the 19th we discovered ourselves almost in the midst of the enemy's fleet, consisting of twenty-one sail of the line, and four frigates; but the wind blowing hard, and being very dark, we soon cleared them undiscovered, as they were on the contrary tack. The next day we saw them to leeward of us, but at such a distance that we thought ourselves in no danger; and on Monday the 19th, bringing the bay open, we made the signal to the squadron to cut or slip their cables, and come out with all possible speed, by which we effected the service we were sent out upon; and about two o'clock in the morning they joined us; and having acquainted the Commodore with the cause of our alarm, we all stood close by the wind to the N. W. till four o'clock, when we tacked and stood to the southward, and at break of day we found ourselves but a small distance from the enemy; but they probably took us for the grand British fleet, which gave us an opportunity of making

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ing our escape; for while they were employed in clearing their ships, and forming a line of battle, we were making all the sail we could from them, and were quickly dispersed, each ship shifting for her own safety; and before they discovered their mistake, we had got a considerable distance; but they still gave us chase, and the Theseé of 74 guns was once within point blank musket shot of our ship, but did not fire at us, and by our superior alertness in setting and hauling down our steering sails, &c. repeatedly, as it blew very strong, and was squally, we got from her; but about ten o'clock in the forenoon, the Portland having sprung her main top-mast, was very near being taken; when the man at her fore top-mast head descried the English fleet, which the Juno had spoken with, coming to our relief under a press of sail, with a flown sheet, and the fore-tack at the cathead, on which she immediately hoisted her colours, and fired her stern chase-guns at the ship in chase of her, which alarming the French Admiral, he instantly made a signal for his fleet to collect and form a line of battle. The day now cleared up, and exhibited a grand and awful sight:—A powerful French fleet drawn up in a fighting position, ready for action; and a British fleet with well appointed officers, and properly manned, bearing down upon it with crouded sail, and each breast glowing with ardor to decide the grand dispute

betwixt

betwixt the two nations, which ſhould have the ſovereignty of the ſeas. We now hoiſted our colours, gave three cheers, took a reef in our top-ſails, and hauling our wind, ſtood for the fleet, which we joined with gladneſs; and got our ſtream cable over the ſtern, ready to take a diſabled ſhip in tow. But Conflans, on the near approach of our van, bore out of the line; and ſetting his fore-ſail and topgallant-ſails, led in ſhore; but ſeeing he was not followed by his Rear Admiral, he again ſhortened ſail, and formed a regular line; but ſoon after, bearing away, let fall his fore-ſail, looſed his topgallant-ſails, and ſtood off. On which Admiral Hawke made the ſignal for a general chaſe, and for every ſhip to come to action as ſoon as ſhe got up; and at fifteen minutes paſt two o'clock in the afternoon, Sir John Bentley, in the Warſpight of 74 guns, being come along ſide the Formidable of 80 guns, (their Rear Admiral's ſhip) the engagement commenced, but never became general, as the French kept leading away; by which means their van kept out of action; and many of the ſhips in our rear being far aſtern, could not get up; ſo that neither Admiral Hardy nor Commodore Young were able to come to action. When the Warſpight had exchanged a few broad-ſides, ſhe ſhot ahead, and gave place to the Revenge, and ſhe to Dorſetſhire, &c. each ranging along ſide the next ſhip in the enemy's rear; and the Admiral wiſhing

to

to bring Conſtans to engagement, weathered thoſe ſhips which were in action, and ordered the Maſter of the Royal George to carry him along ſide the Soliel; in aſſaying to do which he was intercepted by five ſail of line of battle ſhips which he became engaged with all at once; but the Superb of 70 guns being fighting her lee guns, was taken in a ſquall, filled, and went down: A little after, the Theſee alſo ſunk along ſide the Magnanime, and the Formidable ſtruck to the Reſolution, which cauſed much confuſion in the enemy's fleet. Not long after, the Heroe was diſabled, and bore out of the line, but was followed by Lord Howe in the Magnanime of 76 guns, who ranged along ſide of her; and the Chatham of 50 guns ran acroſs her ſtern, and raked her. Thus ſuſtaining the fire of both ſhips, ſhe was at length obliged to ſtrike, after having diſplayed the greateſt bravery, and being almoſt reduced to a wreck. The Formidable too had ſuffered greatly, having received the fire of almoſt every Britiſh ſhip that came into action—the Admiral, moſt of her officers, and a great part of her crew, both ſeamen and marines, being killed. One boat took up four of the men belonging to the Theſee; the reſt, together with all or moſt of the Superb's crew, amounting to about 1650, periſhed. The ſhips going down in about fifteen fathoms depth of water, only their maſt heads were to be ſeen; and we could perceive ſeveral of their dead

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men in the tops, and hanging amongſt the ſhrouds and rigging. The French Admiral no doubt expected we ſhould chaſe him; but as we were ſtrangers to the coaſt, and might be without pilots, and night coming on, he led round the Cardinals, a range of rocks, which not appearing above water, are dangerous to mariners unacquainted with them; and the loſs of many of our ſhips would probably have been the conſequence of ſuch a purſuit. But the Britiſh Admiral, perhaps aware of the danger, made a ſignal for his whole fleet to come to anchor, which was obeyed by all the ſhips except the Reſolution, which kept under way, and the Revenge, Defiance, Swiftſure, and Dorſetſhire, which having been diſabled, had ſtood out to ſea. The Captain of the Reſolution being elated with ſucceſs, gave his men an extra allowance of wine; and ſaid he would ſtand off and on under an eaſy ſail all night, and hoped to capture another of the French ſhips before the Admiral got his anchor up in the morning. About midnight we heard the firing of a gun, which kept being repeated, and which we conſidered as a ſignal of diſtreſs, but could not tell if it was an enemy's ſhip, or one of our own that was in danger. In the morning we diſcovered the cauſe, and had the mortification to ſee the Reſolution on one of thoſe rocks before mentioned, with her bottom out, all her maſts gone, and her enſign reverſed. On coming to anchor the preceding evening, our

cutter took up 4 men from the wreck of the Theſee, by whom we were informed that the object of their expedition was to capture Commodore Duff's ſquadron, releaſe the frigates he had blocked up in Port L'Orient, and then proceed with them to make a deſcent on the weſt of Ireland; but the gallant and ſwift-winged Hawke, who left Torbay the morning they ſailed from Breſt, happily prevented it. They alſo told us it was their Captain's intention to have ranged along ſide the Vengeance; to have poured in a whole broad-ſide; and to have ſent her to the bottom at once; for he had perceived ſhe was french built, and that occaſioned his chagrin; but the deſtruction he meditated againſt our ſhip fell to his own lot; for theſe 4 men and a few of the Superb's were all that were ſaved out of the two ſhips' crews. It blowing hard all night, the Namur got under way to mend her birth, and came to again ſoon after; and the Soleil Royal, which after it was dark, had come to anchor betwixt us and the ſhore, cut her cable, and hoiſting her jib, payed round on her heel, let fall her fore-ſail, and ran a-ſhore before the wind, and was followed by the Heroe; on which the Admiral made the ſignal for the Eſſex to chaſe them; but the Captain not being aware of the extent of the rocks, and being wholly guided by his lead, ran a-ground before he ſuſpected the leaſt danger, having had twenty fathoms of water the caſt before ſhe ſtruck. The Maidſtone and Vengeance being

both

both under way, and ſtanding for the Reſolution, on ſeeing the diſaſter which had befallen the Eſſex (her fore-maſt having gone over her bow) immediately came to anchor, and hoiſting out our boats, we ſent the cutter to aſſiſt the ſhips in diſtreſs, and the barge to the Formidable, which had been kept poſſeſſion of all the night by the midſhipman and a cutters' crew; for the men were ſo diſpirited, they did not attempt to make the leaſt reſiſtance, having had 300 killed, a much greater number wounded, and the ſides of the ſhip ſo ſhattered, that there was ſcarcely a foot ſquare of whole plank left from her head to her ſtern. We then took ſome of the priſoners on board, and kept them in our ſhip till we came home. Eight ſail of the French line having brought up under Penris Point, the ſignal was made for the whole fleet to weigh and ſtretch under the land in queſt of them. When we were all under way, the Admiral made a ſignal to ſpeak with our Captain, when putting him on board the Royal George, he ordered him to aſſiſt the Portland and Chatham's boats in ſetting fire to the two French ſhips that were a-ſhore, and which had been abandoned by their crews. In effecting this ſervice, we were conſiderably annoyed by a ſmall battery on ſhore, but it did not prevent us from completing our intended illumination. On the approach of our fleet, the 8 French ſhips threw their guns over board, ſtaved their water-caſks, and ſo far lightened

them,

them, that they got over the bar into the river Valaine, and having left their anchors ran a-ſhore on the mud. A council of war being held, it was determined to burn them if it could poſſibly be effected; and it was ordered that both the launchs and long boats ſhould all be converted into fire boats, and ſent amongſt the ſhips; the whole to be conducted by Lord Howe. In order to learn their poſition, the Admiral ſent in a flag of truce, under a pretence of complimenting them with the liberty of fetching a-ſhore the remains of their Rear Admiral, who was killed on board the Formidable, if they wiſhed to have him interred. But the French having got their ſhips as far in as they could, and two 36 gun frigates being moored acroſs the harbour's mouth, with ſprings on their cables, we found it impracticable to put our deſign in execution.

The men we ſaved from the wreck of the Reſolution, told us, that ſome of their crew had attempted to ſave themſelves by making a raft of ſome ſpars, and were driven out to ſea; but we were afterwards informed, that on the return of the tide, they were thrown on ſhore, and made priſoners. The Eſſex and Reſolution being both evacuated, we ſet fire to them on the 23d. day of November, to prevent them falling into the hands of the enemy; and having now performed the ſervice we were ſent out upon, and given a Coupe de Grace to the flower

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of the French fleet, Captain Campbell of the Royal George, came on board of our ſhip, charged with the Admiral's diſpatches to the Lords Commiſſioners of the Admiralty, and we once more ſet ſail for Old England.

Off Uſhant, we fell in with Admiral Geary's fleet, and were hailed by the Foudryant, the Captain ordering us to bring to under the lee of the Sandwich, as the Admiral wanted to ſpeak with us; but our Captain replied, that being charged with an expreſs, he muſt not bring to; being aſked what news, he anſwered Good News. We then made ſail, and coming to Plymouth, landed the two Captains, and were then ordered off again; and ſhould any body aſk us from whence we came, we were inſtructed to ſay from ſea; and if they enquired what news? to ſay good news, and not to anſwer any further enquiries. However on our going on ſhore again in the evening, we found the intelligent weſt-country men knew almoſt as much of the affair as we did. The next day we put the priſoners on ſhore, and as ſoon as the wind was fair, we went up into Hamoaze, and then into dock; and were next ſent to Cork. Whilſt we lay there, the Prince Edward of Dublin, a vaunting Privateer, paſſed by; but ſhewing ſome inſolence, we fired a gun athwart her foreſoot, to bring her to, which not being regarded, we ſlipped, and followed her out to ſea; and ranging

along

along ſide of her, obliged her to comply; and a Lieutenant going on board, challenged 8 of her men as deſerters from the navy, and took them out. We then returned to our anchors, and about a month after, took under convoy 7 ſail of homeward-bound Eaſt India Men, and a Tranſport called the Paddy and Jenny, with recruits on board for the third or Plymouth deviſion of marines; but being in want of ſeamen, I and five more were ſent to aſſiſt the Captain in working her to Plymouth. When we got into a rough ſea, the poor unſeaſoned recruits appeared like ſo many ſpectres; and when we came off the Lizard, we carried away our fore top-maſt; but getting up a jury top-maſt, top-ſail yard, &c. and ſtanding off ſhore (the wind being a-head) a recruit came forward, ſaying, Arah, where are we going? I told him to Plymouth. But, how, my dear joy, ſaid he, can leaving the land be going to Plymouth? I ſaid we ſhould ſhortly put about and ſtand the other way, which joyful tidings be inſtantly communicated to his comrades, who all wiſhed to be on land again, that they might have a little reſpite from the rough treatment they had already met with on the watery element. Having conducted them to Plymouth, we ſoon after ſailed again to the eaſtward; and being off Portland, were overtaken with that very gale of wind which proved fatal to the Ramelies on the 6th of February 1760; and running through the Needles, brought up at Spithead; but

but going a-ſhore in the barge, we could not get off again for ſeveral days. After this, we went on ſeveral ſhort channel cruiſes, in concert with the Launceſton, with no other ſucceſs than taking a few Privateers, Smugglers, &c. and docking at Portſmouth, we waited our ſailing orders at Spithead. Soon after, the Richmond arrived there with an expreſs from Lord Colville at Halifax, informing Government that Quebec was cloſely beſieged, if not taken. Whereupon we were ordered as ſoon as the deſpatches could be got ready, to take them on board, and proceed with them to Boſton and Louiſbourg, and alſo to Quebec if it had not ſurrendered. Putting to ſea therefore with a foul wind, we beat down the channel, and arrived off Cape Breton, in ſix weeks and three days, and after making the iſland, we lay to part of the night. The next day, there came on ſo thick a fog, that we could not ſee ſo far as our jib-boom end, ſo we fired a gun, which was anſwered from the fort whence we had been ſeen in the offing the day before; thus ſteering in by the report of their guns, we at length found ourſelves embayed among the rocks; and having neither room to wear nor ſtay, were obliged to drop our ſmall bower-anchor under foot, and caſting her head the other way, ſtood out again; and by the time we had got clear of the breakers, the Thunderer's boat (ſent out on purpoſe to ſpeak with us) dropped athwart our hawſe, and informed

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us that Quebec was not taken; ſo delivering the diſpatches conſigned for Boſton and Louiſbourg to the Lieutenant, to be forwarded by Captain Proby to the Governors, &c. as they were directed, we inſtantly made ſail for the Gulph of St. Laurence; and at the iſle of Beaque, took on board a pilot for the river; and arriving at Quebec, we found all ſafe and quiet; for as ſoon as the ice had broken up at Halifax, the Commodore ſailed with all the ſhips under his command to its relief; and ſending the Eurus a-head to explore the ſtate of the river, ſhe proceeded as far as the iſle of Beaque, and finding it full of looſe ice, returned. The ſquadron keeping the ſea ten days longer, entered the river with the Eurus and Diana in their van; and paſſing the iſle of Orleans, and opening the town to view, they ſaw 3 French frigates a-breaſt of the Citadel, one of which had a broad pendant flying, and therefore ſuppoſed the place to be in the hands of the French; but as they could not return againſt wind and tide they hoiſted their colours, and came to anchor; on which an Engliſh flag was hoiſted at the fort; and the Race-Horſe alſo, which had been frozen up below the town all the winter, hoiſted her colours. The next day on the appearance of the Vanguard, Northumberland, Prince of Orange, and Penzance round the iſland, the French ſlipping their cables, ran up for the three rivers, and were then inſtantly chaſed by the two frigates, in

which

which purſuit the Diana got on ſhore and was unfortunately loſt: Captain Dean and his crew only being able to ſave the clothes on their backs. The army alſo on the back of the town, after ſpiking up the ordnance fled to Montreal; and General Murray leaving the government to Colonel Frazier, purſued them thither with his beſt troops, and being joined by General Amherſt from Crown Point, and General Johnſon from New York, they ſat down before the place which afterwards ſurrendered; otherwiſe it muſt have ſhared the ſame fate as Quebec had done the year before, whilſt it held out under the preſſure of a long and powerful ſiege; for the forces againſt it were very powerful; and General Johnſon had ſent in a menacing ſummons, that if they refuſed to deliver it up, he would not reſtrain the indians he commanded, from exerciſing their wonted cruelty and barbarous ravages; which had ſuch an effect upon the beſieged that after ſome deliberation, they ſubmitted to the terms propoſed; and it was therefore immediately taken poſſeſſion of by his Majeſty's forces; and diſpatches being prepared for Government we inſtantly received on board Major Berry charged with General Amherſt's diſpatches to the Secretary of State, and Commodore Colville's deſpatches to the Lords Commiſſioners of the Admiralty (intruſted to the care of Captain Dean, late of the Diana of 32 guns) we ſailed with ſo much wind down the river that when we

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paſſed the iſle of Coudre, the Rocheſter's boat aſſayed to come along ſide with letters, but could not effect it (the ſhip running nearly 20 knots.) We paſſed the Guard ſhip at Beaque in the night unnoticed. In the gulph the wind abating, and ſhifting to the eaſtward which was unfavourable, we had only light breezes till we made Cape Race in Newfoundland, where a gale at N. W. ſpringing up in the firſt watch, brought us under our cloſe-reefed top-ſails and fore-courſe, and never could bear more ſail till we ſaw the Land's End, which we did in 12 days, ſometimes running 272, and never leſs than 240 miles a day, and coming to Portſmouth, we landed Major Berry and Captain Dean; after which an order came for us to dock; and we had not left the harbour when advice was received of his late Majeſty's death; on which ſad occaſion we put all the ſhips into mourning, the mode of which is hoiſting the colours ¾ ſtaff up; but the next day, on the proclamation of his preſent Majeſty's acceſſion being made, we hoiſted our colours quite up again, and conſequently the formality of our mourning was at an end.

On coming out of Spithead, we were ordered by Vice Admiral Holbourn, to cruiſe in the channel between Portland and the Start; and taking a Smuggler off Sidmouth, we carried her into Plymouth which put us under the command of Rear Admiral Durel,

Durel, who ſometime after ſent us to cruiſe off Uſhant, and in the ſkirts of the Bay of Biſcay; and being a little to the S. E. of the iſland, and ſtanding in ſhore, we diſcovered breakers right a-head and on each bow, and being in the night, it cauſed great conſternation amongſt us: the Captain having taken the alarm, came upon deck in his ſhirt, and ordered the man at the wheel to put his helm a-weather; but the Maſter being more compoſed, ſignified to the Captain, that not being room to were the ſhip, there was no other way to extricate her out of danger, but by putting her helm a-lee, which was immediately done, and ſhe came in ſtays, whereby we got into an open ſea, and ſo were freed from our alarming apprehenſions.

Cruiſing off Cape Pinus, we received intelligence of ſome veſſels having ſailed from Bourdeaux for Martinico; and ſhaping our courſe for them, in the middle watch of the night, between the 12th and 13th of March 1761, we eſpied a ſail to which we gave chaſe, and in the morning perceived her to be a large ſloop, and ſhe having got us upon one maſt, or right before the wind, by means of which our head-ſails could not draw, ſhe went from us; but ſeeing the Orford we made a ſignal for her to ſtop the chaſe, but ſhe keeping her courſe too long before ſhe tacked, was not able to render us any ſervice; yet we continued our chaſe till 4 o'clock

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in the afternoon, when ſeeing no probability of coming up with her, and a large veſſel appearing about four points on our larboard-bow, we altered our courſe and ſtood after her; and ſhe being end on, and her mizzen top-ſail furled, the officers who were obſerving with their glaſſes, conjectured ſhe was a Dutch ſnow, as ſhe did not make any ſail from us, ſo that when the firſt dog-watch was out, the Captain ordered the hammocks down, and the watch below to get their ſuppers. About 8 o'clock I being on the fore-yard to keep ſight of her, perceived her to ſet her mizzen top-ſail, and lay it to the maſt; ſo calling to the officer of the watch, I told him we came up very faſt with the chaſe, which appeared to be a ſhip, and that ſhe had looſed her mizzen top-ſail, and laid it a-back. The Captain then ordered all hands to quarters, but to make no noiſe, nor caſt any thing looſe. When a youth, who could ſpeak a little Engliſh, taking the trumpet, hailed us, ſaying, What ſhip is that? on which the Maſter in a low voice ordered us not to anſwer him, but to give him a gun, which he overhearing, ſaid, Me be as ready as you; and inſtantly poured in a whole broadſide, which killed and wounded ſeveral of our men, and tore our mizzen top-ſail to pieces, &c. Having caſt looſe our guns, we returned their compliment, and then ſheered off to bend another top-ſail, and clear and barricade the ſhip. Being now prepared, we again made ſail after her, ſuſtain-

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ing the fire from her ſtern chaſe-guns as we approached her for a conſiderable time; but having got ſufficiently near, and ranging along ſide, we renewed the engagement with vigor, which they as ſmartly returned, and were ſo near us, that (although we had the weather-gage) their wads fell on our quarter deck, and catching the looſe powder, ſet our ſhip on fire five times; and communicating to ſome cartridges, (which the boys through their eagerneſs had brought up faſter than they were wanted) blew up, and wounded five of our marines. They had the advantage of us by being furniſhed with ſtar-ſhot, ſliding-ſhot, double-head, langridge, &c. which tore our ſails and running rigging to pieces; whilſt we had only round, grape, and double head in return; however, ſuch means as we had in our power, we made ſo good an uſe of, that they ſeemed anxious to decline the conteſt; and putting their helm hard a-lee, and luffing up, endeavoured to run on board of us betwixt our main and mizzen chains; but our ſhip anſwering her weather-helm, it was prevented, and they dropping a-ſtern, ſhot up a windward of us, and we ſtood to our weather guns. In the heat of the action, their enſign ſtaff being ſhot away, we ſuppoſed they had ſtruck, and accordingly gave them three cheers; but they renewing the action, we inſtantly did the ſame; but though they had gained the wind, they ſoon after ceaſed firing; yet kept a flag flying at the mizzen top-maſt

head; for they found it impoſſible to get it down, on account of their mizzen maſt being ſo much ſhattered. Our maſter then hailing, aſked if they had ſtruck; to which it was anſwered, Me no fightee no more; ſend your boat and ſee. The queſtion was repeated, and the ſame anſwer returned. They then aſked what ſhip ours was; we ſaid the Phenix of 40 guns. They then told us to ſend our boats; but our lifts, braces, yard-tackles, &c. being ſhot away, inſtead of hoiſting out the boat, we were obliged to watch a lee-lurch of the ſhip, and launch the cutter overboard; and coming along ſide their veſſel, the French Captain, ſtanding in the main chains, ſtepped in, ſaying, put off, for the ſhip is ſinking. When he got on board our ſhip, and found her to be the Vengeance, he exclaimed, O Sacra Dieu! O foutue frigate. We found her much ſhattered, with ſeveral holes between wind and water, and ſeven feet of water in the hold, and her ſails, maſts, and rigging almoſt cut to pieces. She was called Le Enterprenant, and had been a Malteeſe ſhip of war of 50 guns; but was now a French Letter-of-Marque, mounting 6 eighteen-pounders, and 20 nine-pounders, having 203 men, of whom 16 were killed and 23 wounded in the action; and on our ſide, the ſail-maker, 3 ſeamen, and 2 marines were killed; and the maſter, 2 midſhipmen, a quartermaſter, the gunner's mate, 14 ſeamen, and 7 marines wounded. Mr. Sebit, the gunner's mate,

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and 3 more died of their wounds. Mr. George Noble, midſhipman, had his left hand, and part of his right, ſhot off, and received a muſket-ball through the thick part of both his thighs, but ſtill recovered, and was afterwards made a Lieutenant. Chriſtopher Carling, the quartermaſter, alſo recovered of a wound he received in the ſhoulder, which rendered it neceſſary to have the blade bone extracted, which was done by ſeveral ſevere operations, and taken out piece by piece. When we had removed the priſoners, and put an officer and men on board the prize, we began to knot and ſplice our rigging, bend new ſails, ſtop leaks, and repair other damages we had ſuſtained in the engagement; and having now more French than Engliſh on board our ſhip, it became neceſſary to be upon our guard; wherefore we always ſlept under arms, having a cartouch-box belted on, and a loaded piſtol and a cutlaſs ready, ſleeping on the deck inſtead of below, as it alternately became our turn, being wrapped up in ſome ſpare ſails; and we alſo kept ſentinals at the hatchways, and had blunderbuſſes on the combings, ready to fire amongſt the priſoners, if neceſſary; and this vigilance we were obliged to continue till we arrived in port.

After taking poſſeſſion of the prize, and removing the priſoners, it came on to blow very hard, and we were thereby expoſed to the danger of loſe-

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ing both ſhips on a lee ſhore, which was an enemy's coaſt; for though our own ſhip was pretty well equipped, yet the prize had loſt both her mizzen-maſt and fore top-maſt (which went over the ſide ſoon after ſhe ſtruck) and her main-maſt being wounded, ſhe could not for ſome time ſet a ſtitch of ſail; which made us think of taking the hands out, and letting her ſink; in order to which we hoiſted out our cutter; but finding ſhe could not live in ſuch a high ſea, we hoiſted her in again; and the men having ſecured the main-maſt, got up a jury top-maſt, and repaired the rigging, ſet the courſes, top-ſails, and ſome ſtay-ſails; and when the gale abated, we took her in tow. Off Uſhant we ſaw a large ſhip bearing down on our weather-beam, which animated the priſoners almoſt to mutiny; but on her hoiſting Engliſh colours, and hailing us, they became ſilent. When we were a-breaſt of the Lizzard, the hauſer broke, ſo (the wind being at S. W. by W.) we left the prize, and made ſail to ſpeak with a veſſel we ſaw crouding away from a Ketch that was in chaſe of her; and coming up, and firing a muſket, brought her to, then joined our other prize, and took them both into Plymouth ſound together.

' After that, our ſhip going up into Hamoaze, was there ſurveyed; and on ſuch ſurvey being deemed unfit for future ſervice, was accordingly laid up at moorings

moorings as a hulk. And the Wincheſter of 50 guns having had a thorough repair, and being in want of hands, we were turned over to her, and ſent to the Downs to join Sir Piercy Brett's ſquadron, and receive on board Captain John Dalrymple from the Solebay, he being appointed to command us. Where having continued ſome time, orders came for us and the Nottingham to weigh, and proceed to Oſley-bay, and there join Lord George Anſon, Admiral of England, who hoiſted the union flag on board the Royal Charlotte; and on the 8th of Auguſt, we ſailed from thence for Hamburg, where we arrived in a few days, and the Nottingham and Wincheſter brought up at the red-bouy within Halygalanht, the Tartar at ſome diſtance higher up, and the Minerva, &c. went quite to Cruxhaven, where they waited for the arrival of her Royal Highneſs Princeſs Charlotte of Mecklenberg, then by proxy, Queen of Great Britain. When ſhe and her attendants were embarked, on the diſplay of a ſignal, which was repeated by the Tartar, we took up our anchors and laid to, till we were joined, on which the Admiral's flag was ſhifted to the Nottingham, and the royal ſtandard being diſplayed at the Yacht's maſt head, each ſhip ſaluted her Majeſty with 21 guns, and made ſail. His lordſhip having given orders for the purpoſe, we were obliged ſtrictly to obſerve them in ſailing, viz. the Hazard of 8 guns to keep

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in the van, at two miles diſtance, to look out; the Tartar of 28 guns alſo a-head, at one mile diſtance; the Nottingham of 60 guns, on her ſtarboard-beam, and the Wincheſter of 50 guns, on her larboard-beam, each at two cable lengths diſtance; alſo the Minerva of 32 guns, as far a-ſtern as the Tartar was a-head; and the Lynx of 14 guns, likewiſe in the rear, at two miles diſtance; and with her the Mary, Auguſta, Fubbs, William and Mary Yachts, and a ſtore-ſhip. The Reverend Dr. Croker being aſked his opinion reſpecting the weather, ſaid, the appearance of the heavens portended a pleaſant voyage. But it ſoon after began to blow very hard, which continued for ſeveral days; and the wind veering to the ſouthward, we were apprehenſive we ſhould be obliged to land our Miſtreſs either at Hull or Grimſby; but it coming fair, we arrived ſafe off Harwich, September 6, in the afternoon, and again firing a royal ſalute, parted company; and leaving the Minerva and Lynx to go in with the Yachts, we, with the Nottingham, Tartar, and Hazard, bore away for the Downs, where we ſtayed till orders came for our ſhip to proceed to Portſmouth, there to dock, ſheath and fill, for foreign ſervice.

Having completed our ſtores and proviſions, got our guns in, &c. we went out of harbour; and after waiting at Spithead a few days, orders came for us to ſail for the coaſt of Guinea, and from thence

thence to the Weſt Indies, but to touch at Plymouth in our way, where Captain Nightingale had got command of the Flora frigate of 32 guns, and who, on our arrival, produced an order of the admiralty to demand 40 of thoſe men from the Wincheſter which had ſailed with him in the Vengeance; when we being called aft, Captain Dalrymple choſe one, and Lieutenant Hawker of the Flora another, until he had obtained his number, in which I was included, and went with him on board the frigate, (which had been taken by the Unicorn, and her name changed from that of Veſtal) ſhe being very far ſhort of her complement, and many petty offices vacant, to which ſeveral were advanced who I was confident were neither ſo good ſeamen, nor of ſo long duration in the ſervice as myſelf, by which I thought I was neglected and much injured. Mr. Hawker too being now firſt Lieutenant, and having gained an aſcendency over the Captain's temper, ſeemed more haughty in his ſtation than formerly, which with ſome other concurrent circumſtances, made me take my land-tacks on board; wherefore on going aſhore, I bought myſelf ſome long clothes, and changing my habit, gave away my jackets, ſhirt, trowſers, and ſhoes, ſet off on horſeback to Exeter, where I diſcharged my attendants and went down to Topſom, and agreed with the Maſter of a Snow bound to Liſbon and from thence to Charles Town in South Carolina; but not liking the veſſel,

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I ſet off on foot for London, and as I was entering into the town of Honiton, an old woman met me, ſaying, young man, are you afraid of the ſoldiers? I ſaid no, mother, and walked boldly up the ſtreet paſt them as they were parading. When I came at Axminſter, I found a return-chaiſe to Bridport, and next morning proceeded to Dorcheſter by the ſame mode of conveyance. From thence I walked to Blandford, and next to Saliſbury, and down to Peterfinger, where taking the wagon, I came to Southampton before day-light. I next walked to Goſport, and croſſing the water to Portſmouth, took an inſide place in the coach at the Red Lion, from whence I ſet off about 3 o'clock, in company with a young Lieutenant appointed for the Alarm frigate, (then lying at Woolwich, on which an experiment of copper-ſheathing was making) a young midſhipman belonging to the Portland, and a lady and child who belonged to a Lieutenant of the ſaid ſhip; I durſt not ſeem afraid of my company, ſo we entered on agreeable converſation; and when we came at Portſdown bridge, the Sergeant of the guard opened the coach door, ſaying, have you any ſeamen here? to which the Lieutenant (who was dreſſed in uniform) ſaid no; the Sergeant ſaid, Oh, ſir, I take your word; ſo we drove on to Petersfield, where we breakfaſted. Here the Lieutenant propoſed our bearing the lady free of expence on the road till we came to Town, to which I readily

conſented,

conſented, being always willing to oblige the fair ſex whenever it lay in my power. As we paſſed through a graſs field, the gentleman aſked me what it was worth? taking me, I ſuppoſe, either for a ſurveyor, owner or occupier of land: I ſaid, in order to give a proper eſtimate, it would be neceſſary to alight, walk round it, examine the ſoil, and make an admeaſurement, and then determine its value. Sometimes he would addreſs himſelf to the midſhipman about ſhips and naval tactics, about which I dared not to ſay a word, leſt I ſhould betray myſelf by uſing ſome ſea-phraſe or other; ſo I affected to be the ruſtic countryman they ſuppoſed me to be, obſerving ſilence, and never interrupting them. We dined at an odd houſe before we came at Godalming, and only one table being provided, all ſat down together. Among the outſide paſſengers was one in livery; this circumſtance was ſo diſguſtful to the Lieutenant, that it ſaved much of the landlord's meat, by ſpoiling his ſtomach, ſo that we conceived he was not well; but as the waiter was ſerving up the wine, he made his objection, ſaying, that ſcoundrel ſhall not drink with me! on which the ſervant ſaid, Sir, if my preſence be diſagreeable, I'll withdraw; and calling for ſome rum and water, retired into another room. When we were again on the road, the gentleman ſaid to me, Sir, did you not obſerve the inſolent behaviour of that fellow in livery at the inn? I

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wonder at his impudence, to ſit down to table with us. I ſaid, Sir, I never mind ſuch trifles; the man wanted refreſhment, and had no more time, you know, than we, and therefore was not to blame; it was the landlord's fault in not providing two tables for the paſſengers. He ſaid, Oh, ſir, I beg your pardon; he ought to have known better; had it been a common ſailor or ſoldier, I ſhould not have minded; but a livery ſervant ought to know good manners; perhaps to-morrow I may dine with his maſter, and he wait at table: I ſuppoſe thoſe two chaps introduced him, (meaning two outſide paſſengers who ſometimes rode inſide) but they ſhall not drink tea with us, we'll keep to ourſelves, and have nothing to do with thoſe outſides. So arriving at Guildford, we accordingly had a room to ourſelves, where we drank tea; but here I was guilty of a ſmall offence againſt the gentleman's feelings; for a pretty girl having waited on us, I made her a preſent of a ſhilling, for which ſhe made me a very fine courteſy; he thought it extravagant, and told me I gave in too courtly a ſtile; he thought ſix-pence a piece would have been plenty; to which I replied, ſir, the maid took my fancy, but my example laid no obligation on any other perſon. When we approached near Kenſington common, we became very anxious for the ſafety of our money, in caſe of meeting with a collector on the road, as it began to be dark; ſo I put mine into

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my glove, and concealed it in a hole I found in the lining of the coach roof; and the gentlemen gave theirs to the lady, who ſewed it, together with her own, in the border of her petticoat, each of us reſerving a few ſhillings to ſatisfy a needy gentleman who might ſuddenly ſtart from behind a gibbet poſt and make a demand.

We arrived ſafe at the Spread Eagle in Grace-Church Street about 8 o'clock, where my travelling companions calling hackney coaches to convey them to their reſpective friends' houſes, left me; and I knowing nobody in London, ſtayed all night at the inn, and next morning ſet off to Deptford to ſeek a ſhip; and finding one bound to Guadalope, I ſhipped myſelf to go in her for 2l. 15s. per month, and left her the next day to go on board the Elizabeth Eaſt-Indiaman, commanded by Captain George Stuart, bound to Bencoolen and China. Mr. Abraham Sheppey, 1ſt. Mr. William Ayres, 2nd. Mr. Peter Bearſley, 3rd. Mr. Paine Voice, 4th. Mr. Francis Gillow, 5th. and Mr. John Morgan, 6th. Mate, for only 2l. 5s. per month, being the moſt given in the India ſervice. When I had got my cheſt and bedding down between decks, it became neceſſary to put off my long-lapped coat, and array myſelf in the proper badges of my profeſſion, which being all new, the men ſaid they had got quite a new ſailor from ſlop-ſhop, but were

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ſoon convinced of their miſtake. When we had took in a conſiderable part of our cargo, we dropped down to Graveſend to complete it, and take in our guns, (26 nine-pounders) together with our ſtores and proviſions, and received 30 company's ſoldiers on board from Blackwood's office on Tower-Hill. Theſe poor fellows are generally kidnapped and kept in certain offices till the ſhips are at Graveſend, whether they are ſent, and kept under a guard until they ſail. The company allow each man 5l. bounty, which is laid out for neceſſaries, and the ſurplus, if any, given them; but they have no pay till they arrive in India, when they enter on nine rupees a month, which is equal to 1l. 2s. 6d. of our money. So ſoon as we could be ſpared from work, I and ſome more men were ſent up to meet the Captain at the India-Houſe in Leadenhall ſtreet, and receive our impreſs-money, viz. two months pay, and impower an agent to receive a like ſum in our behalf, when the Directors had received advice of our ſafe arrival in the country. We were ordered to keep in our lodgings, as the protection was not of force without an officer attending, but I did not adhere to this order; and one day as I ſtood at a book-ſtall on Little Tower-Hill, Mr. Richard Thomas, late firſt Lieutenant of the Vengeance, came and looked at ſome books, then at me, and I at him, yet neither of us ſpoke; nor durſt I go till he was gone, he never before having

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ſeen me in long clothes, I ſuppoſed he did not know me. I met him again another day in Eaſt Smithfield with a preſs-gang in his rear.

On the 4th of January, 1762, I went to meet the proceſſion, and hear war againſt Spain declared, by Mr. Molineaux, king at arms, and met it in the ſtrand advancing to temple-bar, which gate was ſhut on the occaſion, and the Lord Mayor in waiting on the city ſide in his mayoral coach till the Herald ſhould aſk leave for entrance into the city. The ſight was awfully grand: In van was two life-guard-men, each with a battle-axe in his hand, and his arm extended; theſe were followed by ſeveral files of life-guards preceding the Herald, who was followed by four other Heralds; and in their rear many more files of life-guards cloſed the cavalcade, which was again followed by a numerous train of coaches, and people on foot; alſo the top of the gate-way, as well as the roofs and windows of the houſes, were crowded with ſpectators. As the van advanced, they faced to the left, and with extended arm preſented themſelves againſt the wall; the other files cloſed in their rear to make way, when the Herald advancing up to the gate, requeſted admiſſion into the city, in his Majeſty's name: At the third requeſt, the gates were opened, and the proceſſion advancing through, halted, when Mr. Molineaux read the declaration to the gaping audi-

ence, every one wiſhing to hear and know the political reaſons of ſuch declarations. It was repeated at the royal exchange and again at the bridge foot, where the ſcene cloſed.

Having completed our buſineſs at Graveſend, we fell down into the Hope; and next day, February 2, received our river-pay; and three days after, his Majeſty's ſhip, Blenheim, coming down the reach, carried away her main and fore-top maſts, which accident obliged her to bring up; and while ſhe remained by us, a Lieutenant came on board and muſtered our hands, ſaying, he had received information of ſome deſerters. While we lay here, advice was received of the capture of Bencoolen by Commodore de Eſtang, on which we were ordered to unlade the goods conſigned for it, and the ſoldiers were removed to the Winchelſea, commanded by the honourable Thomas Howe, bound to Bombay; ſo that keeping only about 600 tons of flint, ſome iron, a ſmall quantity of Dorcheſter beer, ſome caſks of quickſilver, and 17 cheſts of dollars, on board, the ſhip was little more than half loaded: She, together with the Harcourt and Orſon, were directed to China only. On leaving the river, we proceeded acroſs the flats, and (none of us being acquainted with the ſhip, as ſhe was new) by venturing too near before we put her in ſtays, and as ſhe kept ſhooting a-head while ſhe was coming

ing about, ſhe went a-ground on Margate ſands, where we lay a whole tide, and were all hands at work in unſtowing the ſpars, and ſhouring her up, leſt ſhe ſhould ſettle on her bulge, as the tide fell; and carried out the ſtream-anchor a-ſtern in the boat, in order to heave her off as ſhe began to float with the riſing tide; (it ſnowing all the night, though the wind was moderate) ſo getting her afloat at half flood, we ſtretched round the foreland, and came into the Downs, where we rode out that ſevere ſtorm in which ſo many periſhed by the inclemency of the weather in Lincolnſhire and other parts of the kingdom. Here Mr. Sheppey died, on which occaſion we put the ſhip into mourning, and his corpſe being landed at Deal, was attended with ſuch naval honours as were due to his ſtation in the ſervice.

Before we left the Downs, the Flora came round from Sheerneſs, and brought up within three cable lengths of us; however when the other ſhips from the river had joined us, we ſailed under convoy (or rather, direction) of a ſloop of war, and arrived at Spithead, where Admirals Pecocke and Keppel lay bound on an expedition againſt Havannah. While we lay here, Mr. Thomas Thomas, appointed Super-cargo, and Mr. John Matthews, Chief Mate, came over-land to us; and on the 25th of March, we broke ground and put to ſea, in company with

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the Prince Henry, Royal Charlotte, Clinton, Hardwick, Orſon, and Harcourt, under convoy of his Majeſty's ſhips Arrogant, Captain Amherſt, of 74, and Royal William, Captain Pigot, of 84 guns, but did not clear the land before the 1ſt of April, when we took our departure from Cape Cornwall, and the ſame day loſt a man as we were about to reef our top-ſails.

We ſoon got into a warm climate, and on arriving in the vicinity of the Canaries, Captain Amherſt made the ſignal for ſeparation, and he and the other ſhip of war bore up or hauled their wind, leaving us to the conduct of Captain Henry Beſt of the Prince Henry, who was ſenior Captain in the ſervice, and who now became Commodore of the fleet. Some time after, we parted company with all our conſorts except the Hardwick and Harcourt, and croſſed the line on the 9th of May, and were called on for our bottle and pound; and as many of us had never before been in the ſouthern hemiſphere, it made us plenty of punch. Here, as we were ſometimes becalmed, and the rains fell very heavy, we filled many of our empty caſks with water, which ſerved our live ſtock and fowls, and ſpared our river water for our own uſe, which we obtained by boreing holes in the water-courſes of the upper deck, and when the rain had waſhed it clean, we ſtopped the ſcuppers, then fixed a hoſe or pipe made

made of ſail canvaſs to one of theſe, leading it down the hatchway, placed the ſmall end in the bung-hole of a caſk till it was full, and then ſhifted it into another. We alſo caught a good deal of fiſh.

When we had got into the ſouth eaſt trade, we rigged out our out-riggers; and with ſtrong pendants well ſet up, ſo ſtrengthened our rigging and ſecured our lower maſt, as to enable us to carry a preſs of ſail and run with a flown ſheet, and the fore-tack juſt before the cat-head, in order the ſooner to get into a variable wind's way, meaning to make the iſland of Trinidada on the coaſt of South America, but miſſed it in the night; and arriving in latitude 28, 45, where we gained a fair wind at W. N. W. we ſhaped our courſe for the Cape of Good Hope, and as we approached it, ſaw many of thoſe birds known by the names of cape hens and albatroſſes, which fly about at ſome diſtance from it: The former of theſe reſemble a guinea-hen, and the latter are of an enormous ſize; the wings of ſome of them, when expanded, are from ſeven to nine feet in extent; we uſed to ſay they were old tranſmigrated purſers, &c. We alſo caught ſome fine dolphins, albacores, and bonettas, which are excellent fiſh. Arriving off the cape on the 20th of June, the wind at S. W. very cold, accompanied with ſnow, we hove to to ſound, when the Hardwick got ground in 97 fathoms depth of

 water,

water, and making the ſignal, we each filled our ſails and ſtood on. This ſounding ſerved the purpoſe of correcting our reckoning as much as though we had ſeen the land.

After we had doubled Cape Salſa, Captain Sampſon took his leave of us, ſteering a more northerly courſe, as he meant to touch at Johanna, or Cochin, for wood and water, in his way to Bengal, while we and the Harcourt edged away more to the ſouthward, till we had raiſed our latitude to about 39 degrees; then running our longitude, intended to fall in with one of the little iſlands of Amſterdam or Saint Paul, and take a freſh departure from it, but miſſed them both. Our ſhip being a prime ſailer, we were able to run under a comparative ſmall ſail all the way through this ſtormy ſea, while the Harcourt, our conſort, carried a preſs of canvaſs to keep up with us, Captain Murray ſhewing great anxiety to avoid a ſeparation; however ſoon after we had found ourſelves to the eaſtward of the afore-mentioned iſlands, and thereupon altered our courſe, we loſt ſight of her in the courſe of the night; and ſteering again acroſs the S. E. trade, ſtood for Java Head, which we diſcovered at ſome diſtance on our ſtar-board beam, and came to anchor under Cockatore iſland, in the ſtreights of Sonda, in the evening of the 27th of July, after having been out of ſight of land 119 days, including thoſe of

of our departure and land-fall, in which time we had run a diſtance of 4000 leagues, due courſe; and, including our various traverſes, a much greater. The next day we weighed, ſtood further up the ſtreights, and brought up again under one of the brothers, (three little iſlands ſo called) and the day following manned the yawl and went aſhore on the iſland of Sumatra, but without arms, leſt we ſhould give any alarm to the natives, of whom we obtained intelligence where to get a ſupply of wood and water. We landed in a ſmall creek, where we found ſeveral proas, i. e. ſmall veſſels, with ſails made of matting; and on the ſhores, a quantity of wigwams or huts, built of bamboos and kajan, in and about which were ſeveral men and boys armed with each a creſt, i. e. a kind of ſhort ſcimetar, which by its colour appeared to have been touched with the gum of upas; but we ſaw neither women nor children, yet concluded they had concealed them at our approach, as alſo their cattle, for we diſcerned freſh dung, and the impreſſion of buffaloes' feet, &c. on the beach: I ſuppoſe they thought our principal deſign might be on one of thoſe articles, if we came with any hoſtile intention; but convinced of the contrary by our peaceable demeanour, they were very civil, and took our trinkets in exchange for oranges, melons, paroquets, &c. and ſo parting with them in friendſhip, we returned to the ſhip. My meſſmate, whoſe name was Stew-

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ard Gray, having formed a deſign previous to his ſhipping himſelf in London, mentioned it to me and two more of the boats' crew, William Oliver and Robert Sims, (when each of us unhappily fell into his ſcheme without due conſideration of its nature and tendency) and having been employed in landing ſome of the ſick on one of the brothers, made an excuſe of going to leeward of the iſland, as though we intended to ſhoot birds; but when we were out of view, ſet the ſails, having only a little bread and a ſmall keg of water, with 3 muſkets and 3 cutlaſſes in the boat; each of us leaving four months pay behind; and I for my own part, a cheſt of clothes, bedding, and books, which coſt me above eighteen pounds in England. We ran about three leagues down the ſtreights, and then ſtretched over to the Java ſhore; and when the ſea-breeze died away, we rowed; but next day our water being exhauſted, and the heat at noon, under an almoſt vertical ſun, intenſe, a debate was entered into about getting a ſupply, as ſome were fearful of venturing aſhore; but on getting ſight of ſome huts near the beach, I ſaid we had as good periſh by the hands of the natives as by thirſt; ſo we pulled in, and put aſhore; and leaving Sims in the boat, aſcended the beach, advanced to one of the wigwams with our empty keg, and made ſigns that we wanted water; on which they favoured each of us with a draught. We then ſignified that we

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wanted ſome in our keg, when a Malay man made ſigns for one of us to follow him with it, which Steward Gray readily conſented to. They went into a mangrove behind a ſpacious manſion, a little detached from the ſhore; and ſome time after they were out of ſight, our ears were alarmed with a hideous yelling, which ſeemed to iſſue out of the grove, which alarming our fears for the ſafety of our companion, we had ſome thoughts of arming ourſelves and going to ſeek him; but conſidering the weakneſs of our party, did not attempt it. We entered into converſation with an old Malay, who ſpoke ſome Dutch, from whom we learned how Batavia bore off us, and how far diſtant it was from us. Our fears exciting watchfulneſs, with wiſhful eyes we often looked toward the grove, and at length ſaw Gray and his guide coming down to the beach. When they had joined us, Gray told us he had been bartering for ſome melons and bananas; ſo taking leave of our friends, we put off, and ſteering athwart Bantam bay, ſhaped our courſe according to the old man's direction. And on making the land again at night, fell into a current ſetting from the land, the water of which was very white, thick, and muddy, near the ſurface, but very freſh and palatable: On dividing it, and taking ſome up a little deeper, it was clearer, but brackiſh; and on plunging a bamboo about three feet deep, we found it perfectly clear, and as ſalt as it is out at ſea.

About

About two o'clock in the morning, we came under a ſmall flat iſland, where hooking a porous ſtone, we faſtened the boat's painter to it, and rode by it as an anchor till day-light, two of us watching and two ſleeping; then caſting looſe, we rowed for another iſland, which proved to be Ondroſs; and paſſing it, got a full view of Batavia, and in the road, four ſail of French ſhips of the line, but not one Engliſh veſſel; which was a mortifying circumſtance to us, as we had the day before ſeen one in the Offing, which we here learned was gone for Madras, though our intent was to have procured a paſſage to Calcutta, and there engage in country ſhips, which are trading veſſels navigated by laſcars, with only a white Captain, Boatſwain, and Gunner, who are allowed a ſtipulated quantity of property on board, as private trade or venture, in augmentation of their wages, which preſented us with a view of accumulating fortunes and being great.

We arrived at Batavia about 10 o'clock on the 4th of Auguſt, and ſome time elapſed without any proſpect of accompliſhing our wiſhes, in a ſtrange and ſickly country, out of any kind of employment, our boat gone, and our money well nigh exhauſted. We at length applied to the Dutch Commodore, Mynheer Roſiboom, with whom we ſhipped ourſelves, on condition of being ſent home in the ſygar ſchips which were to ſail for Europe the latter

latter end of October, and were ſent on board of an old ſhip called the Spaarſimaaht, in the road, where Gray and Oliver being taken ill, were ſent aſhore to the ſick hoyſe or hoſpital.

Soon after this, the Orſon having arrived in the ſtreights, ſeven of her men came after us in the pinnace, which the Dutch Commodore ſeized; but four of the men ſhipped themſelves immediately with one Captain Jackſon, an Engliſhman, who commanded a Portugues brigg, bound to Macoa, and ſailed the next day; and the other three came into the ſame employ as we were in, and the Commodore ſent them alſo on board the guard-ſhip. The ſygar ſchips beginning to take in their cargoes, the Commodore came on board and ordered me and Jeremiah Painter to the Livdee, and the other three to the oude frou Eliſabet, which we reſpectively aſſiſted to load with the rich produce of their fruitful colonies; and when they were almoſt ready for ſea, he came again to ſee how they were manned; ſo the hands being called to muſter, we appeared on the quarter-deck, and the ſteerman ſaid, Mynheer, heer bene de Engleſmen; he ſaid, yaw, let dem neer geloupen: So we went to work again unconcerned; but one of the bargemen came and ſaid to me, Yack, ga yie de hoyce to; I ſaid, yaw; to which he anſwered, dat wit ich neet; which words gave me a ſtrong ſuſpicion: And at night

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as I lay aſleep on a cheſt under the half-deck with Jerry on the deck by me, a lad came and awoke me, ſaying, Yark, de ſteerman roopt yie de halef-deck op; ſo I ſaid, come, Jerry, let us go aft; when eſpying the long-boat along ſide, I ſaid, we are ſold, but never mind, my lad; for I knew it was the boat that carried tranſports to ſome of the iſlands. The Mate ſaid, Engleſmen! yie muht yire keſt ant gooht gecragen, op an andor ſchip muht yie weſen. I ſaid, Mynheer, bene de andor ſchip gaing de fador lanht to; he ſaid, ich wit it neet, tou gou: So getting our cheſt and bedding into the boat, we put off and ſtood away before the land-breeze; and looking at the compaſs, and ſeeing we ſteered E. N. E. I ſaid, where are we going? the quarter-maſter ſaid, on the wall; I ſaid, where to? he anſwered, to Batavia; I again ſaid, nay, ich wit fel beeter; adding, I believe we are going to ſome iſland to be made ſlaves; he ſaid, nay, we were going to an iſland, but not to be ſlaves; at which I exclaimed, a pack of thieves! what have we done to be ſo dealt with? he ſaid it was the Commodore's order, in conſequence of having received intelligence of ſome Engliſh man of war being in the ſtreights, which he ſuppoſed would take us away from them, and that we ſhould be fetched back when it was known that ſhe was gone. I ſaid we are ſeamen and know not how to work aſhore; why did he not ſend us to ſome other

place

place where the trading ships were going? About 3 o'clock in the morning, October 23, we arrived at a jetty, and remained in the boat till 5, when we were ordered to land our things and carry them into a shed, much like a barn, which was to be our habitation, then go drink a soupy, and go to work. The name of the island is Edam, lying E. N. E. from Batavia, distant 6 leagues, whither they send such criminals as are not deemed worthy of death, some of whom are sentenced to 3 months' confinement, others to 6 months, 9 months, 1 year, 2 years, 3 years, 7 years, 10 years, 15 years, 25 years, and some 99 years, in proportion to the nature and degree of their offences, or the compassion or implacability of their judges.

Three days after, the other three men were taken from the Oude frou Elisabet and brought to bear us company and take their lot amongst us, but Oliver was removed from the hospital on board a ship bound to Japan, and Gray coming out when the fleet was on the point of sailing, was put on board a ship bound to Rotterdam; and, when I came to London in 1766, was Chief Mate of a ship then lying in the pool, bound to the West Indies; so that he who brought us into the snare, fared the best. Our employment in this airy prison was mostly that of making cables and cordage of caiau or the fibres of cocoa-nut husks, or twice laid stuff, i. e. cordage

made of old hawſers and cables, cut into lengths, opened out, and the yarns dreſſed, knotted, laid over again, and tarred. But when we had not ſufficient to keep us employed, we were ſet to gather ſtones, or wheel ſand and gravel into the tyne, or garden, which was ſpacious, and well planted with fruit-trees, plants, flowers, and herbs; and at leiſure opportunities to rake up the fallen leaves and burn them. Our labour was by no means hard, as we generally roſe about 5 o'clock and went to kirk, then drank a ſoupy or dram of arrack, went to work at 6, left for breakfaſt at 8 and were allowed half an hour; left for dinner at 12 and went to work again at 1, left at 5 and went to kirk, received another dram at 6; and we, with a number of youths who were nominated frie-youngers, had alternately to keep watch during the night, at the priſons and other poſts once every other night. In one of theſe priſons was kept the white banditti, conſiſting of Dutch, Engliſh, Danes, French, &c. amongſt whom were ſome Moors, who were baptized; and in the other were confined the Pagan Moors, Malays, Gentoos, and other blacks: Here the boys would ſometimes fancy they ſaw ghoſts and apparitions, and affrighted themſelves from their poſts. But our proviſions were ſcanty and unwholeſome; as a ſubſtitute for bread, we had rice boiled as dry as poſſible; and as to animal food, we had, on Sundays, a ſmall allowance of freſh pork, the fat of which was

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as purgative as jalap, by reaſon of the hogs eating a kind of fruit called cattatas, which grow there in plenty, and fall off the trees; on Tueſdays, either a ſmall piece of ſalt beef which had been ſometimes four or five years in the caſk, or a ſmall portion of ſchelpat or tortoiſe, which was the beſt meal we ever got; and on Thurſdays, a ſmall quantity of ſalt pork, which had been dried in the ſmoke in Holland and was quite rotten with age:—Thoſe were our meat-days; and on the four banian days, as follows, viz. on Mondays and Wedneſdays we were ſerved with a little ſalt-fiſh, which was ſometimes ſo rotten that it would not hold together: On Fridays we had a ſort of gruel made of rice, with tamarinds and molaſſes, which they called grub-yack; and on Saturdays, another kind of gruel qualified with ſugar and cocoa-nut milk, (the nut being ſcraped and infuſed in water and then ſtrained) this they called lip-lap. I have been thus particular that the reader may have an idea how ſome people live; but as we frie-youngers had wages, we could ſometimes get a bit of freſh fiſh, for the company allowed any fiſherman rice for his family's uſe that might bring fiſh to the iſland; and boats came from Batavia with fiſh and eggs, ready cooked; fruits, yams, ſweet potatoes, and ſometimes bread; and Captain Swaarht, our governor, for a while, kept a cook's ſhop.

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This little iſle is about a mile in circumference, with a flat ſurface, very little raiſed above the level of the ſea, great part of it covered with trees and copſwood, among which run a number of deer and ſome ſheep; and the ground being nitrous, rendered it exceedingly unhealthful, ſubjecting us to fevers, blotches, &c. which cauſed frequent inſtances of mortality. In February, one of my ſhip-mates was taken ill, and in a few days after, two more of them, all of whom died before lady-day, leaving only me and Jeremiah Painter, who alſo died, and I attended him to his long home on the 13th of May; ſo that being now bereft of my companions, I had a good opportunity to acquire much of the Dutch language; but my ſituation brought a kind of gloomineſs on my mind, and rendered the learning a new tongue rather more irkſome than delightful, and bent my thoughts on deviſing means for eſcape, in order to which, I at leiſure times, gathered ſome bamboos on the back of the iſland, and provided ſome cordage which I depoſited in a buſh, intending to make a raft; I alſo procured an oar to ſteer with, meaning to make a ſail of my large hammock; and, when the monſoons would permit, put off in the night with a ſtrong eaſterly wind, and make the Java ſhore, there get amongſt the Malays, and abide with them till ſome Engliſh ſhip ſhould arrive, determined rather to periſh in ſuch an attempt, than ſtay where I was. However before I could

could put this ſcheme in practice, the Quarter-maſter of the long-boat, (who was a Dane and ſpoke Engliſh, with whom I had often converſed) took me with him to Batavia, where ſtaying three days, I ſought for the Engliſh Conſul, reſident there, who could have releaſed me, being a Britiſh ſubject, but I found only the Clerk, who told me his Maſter was gone to Bencoolen. Of this gentleman I learned the fate of my ſhip, Elizabeth, and afterwards obtained a more accurate account of her cataſtrophe from Mr. John Ogeby, a Midſhipman on board of her at that time, whom I met with at the Cape of Good Hope, and who then belonged to an outward-bound ſhip commanded by Mr. Henry Gardener, late our purſer. He ſaid, the ſhip having completed her cargo at Wampoa, had dropped down and joined the homeward bound ſhips at Macoa, and while ſhe lay there, a Dutchman, who was her ſail-maker, having got drunk, after the crew was gone to ſleep let a candle fall amongſt ſome oakum, which taking fire, communicated to the pitch of the ſeams which were calked and payed, but not ſcraped, and ran along them to the cables, the ſmoke of which ſuffocating the men who ſlept in the cable tiers, their cries alarmed thoſe that lay on the gun-deck, who uſed their utmoſt efforts to extricate them from their dreadful ſituation, and ſave the ſhip from deſtruction, but without effect; and ſeveral who were exerting themſelves in a

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fruitleſs endeavour to reſcue their fellows from death, ſhared the ſame fate: Amongſt theſe heroes were Mr. Bearſley and Mr. Gillow, two fine young fellows who periſhed from a pure principle of philanthropy. At length the flames rapidly ſpreading fore and aft, the ſhip became an entire conflagration; and burning down to the water's edge, the bottom ſunk.—Thus periſhed one of the fineſt ſhips that ever croſſed the Indian ocean, with a cargo worth near half a million, and thirty-ſix precious lives, (including Captain Stuart, who refuſed to quit her,) through the careleſſneſs and ſtupidity of an individual, who inſtead of giving the neceſſary alarm, had ſecretly eſcaped from the ſhip to ſecure himſelf, without ſhewing any concern for the reſt. How dear is life! a man whoſe name was Andrew Seaton during the awful ſcene, got over-board and caught hold of the rudder-rings where he ſupported himſelf till ſeveral holes were burnt in his head, before a boat came to take him away, not daring to quit his hold becauſe he could not ſwim. But to return; hoping a more favourable opportunity for effecting my eſcape might occur, I returned with the boat, and as ſome of the men were employed in cleaning the arms, they formed a ſcheme to ſeize her and run to Bencoolen, but their plot being diſcovered, the principal conſpirator was confined to live on congee for a fortnight, to run the gantelope. When a black died on the iſland, he was interred with the

burial

burial of an aſs; when a chriſtian convict died, he was attended to the grave by thoſe of his own claſs; and when a frie-younger died, he was attended by ſuch as bore that character: the clergymen never attended at any of theſe funerals; and thoſe people who did, after the corpſe was put into the grave, threw in a handful of moulds, ſaying, ſlaap yie maahn.

After ſpending a few more tedious weeks here, one of the long-boat-men was taken ill, and the Patroon came and told me I muſt go with him again to Batavia in his room, which were glad tidings to me; ſo when we had launched the boat, he mentioned it to the Boatſwain, who told him the Captain had received orders from the Commodore not to ſuffer me off the iſland during the ſtay of the Engliſh ſhips that were then in the road. On hearing this, a melancholy gloom ſeized my ſpirits, thinking I had loſt my liberty for ever: However he inſiſted that I muſt go, as he had not hands ſufficient to work the boat without me, and at laſt applied to the Captain for me, from whom he received a poſitive denial; but by a ſecond application in a ſhort time after, obtained leave, and came to me, ſaying, the old man has ordered me to take you, and as we ſhall be there three or four days, you ſhould take ſome of your clothes with you. I had often conceived a thought in my mind, that this man wiſhed for my

enlargement,

enlargement, which I gathered from ſeveral intimations he had given, but he always ſpeaking ambiguouſly, I durſt not be ſo free as to name it, leſt I ſhould have been miſtaken, and ſo rivet my own chains. I took nothing with me but my watch-coat, leſt I ſhould excite ſuſpicion, and the Captain countermand his order: When we had put off and run out of hail, I thought all was well, and having only 6 leagues to go, we were ſoon at the place of our deſtination; and on coming to the quay, the Patroon ſaid, William, ſtay in the boat till I go to the Commodore; and at his return, ſaid to me, now you may go into the town, and provide yourſelf lodgings; I ſaid nay, Chriſtian, I will lay in the boat; to which he anſwered, you need not, the boys are ſufficient for that, therefore go. I thought this was liberty of conſcience; ſo going up into the city, I met an Engliſh ſailor, to whom I ſaid, what ſhip, brother? he anſwered, the Panther; I ſaid, do you belong the long-boat? he replied yes; I ſaid, Oh! that's right, I want to go off with you; ſo walking down together, as we were paſſing thro' the inner gate into the main-guard, we eſpyed the Quarter-maſter in the iſland-boat; I ſaid, go you on and ſeem to take no notice of me, and I'll follow at a diſtance; ſo he going on, I halted, and then went down to the boat at the quay, and after waiting a while to get opportunity, and converſing with the Quarter-maſter, I ſaid, I am dry, Chriſtian, I'll

go

go to the booth and get a cup of coffee; he ſaid, do ſo; I then ſiled off again as if going amongſt the wigwams, and when out of ſight, ſped me down to the Panther's boat, and to hide appearances, (as if I had been boat-keeper) the men began to blaſt me for abſenting myſelf ſo long, and then complimented me with a biſcuit and ſome grog. I grew very impatient to be gone, and a little before dark we put off, but at the mouth of the canal, ſtruck ſo forcibly on the bar, that we ſhipped a heavy ſea, which half filled our boat; on which the Patroon cried out, we are all loſt! I ſaid, William, you ſhould not ſay ſo, to diſhearten the people; ſo exerting ourſelves, we got off into a channel and then into the road; but, being in the wet monſoons, it was very dark, and blowing hard with the wind full in our teeth, (as we term it) ſome were for putting back, but I endeavoured to diſſuade them therefrom, chooſing rather to periſh, as I apprehended the Dutch might catch me and ſend me to penguin iſland, or at leaſt take better care of me. Some were for going on board the Pococke, which lay to leeward of us; however we at laſt came to a grappling in the road, but the boat being deep loaded, and riding hard in a great ſwell, ſhipped large ſeas, and was frequently like to fill, ſo that ſome of us were continually at work to bail the water out; and having ſome bread and arrack, we kept refreſhing ourſelves, and rode out the ſtorm until morning,

when

when we weighed and turned to windward, till it veering round to the eaſtward, we laid our courſe and gained our ſhip at Kyeper's (or Cooper's) iſland, where ſhe lay at the wharf about 12 o'clock, when going on the quarter-deck, I acquainted the commanding officer, Lieutenant Garrah, who I was and whence I came, who ſaid to me, you are now ſafe enough; I ſaid, Sir, I am ſenſible of it; ſo calling for the Captain's Clerk and Purſer's Steward, ordered each of them to ſet me down in their reſpective books, and the Boatſwain's Mate to pipe to dinner, and it being Sunday, we had calavanches and pork, in the afternoon we got the guns in, ſo concluded the day. The Dutch Eaſt India Company owe me 60 guilders, or 5 pounds, which I ſuppoſe they will never pay.

When we had finiſhed taking in our ſtores, we left Kyeper's iſland, and again moored our ſhip in Batavia road, where we took on board ſo much arrack, that we had not ſufficient room left to ſtow water enough to ſerve us on our paſſage to Madraſs. I helped to ſling above 100 leagers of it, although it is contrary to the articles of war and the rules of the navy, to take any merchandiſe on board a king's ſhip except ſilver, gold, or diamonds, for the greater ſecurity of the owners. Our Captain and two of the Lieutenants were concerned in this buſineſs; The death of the former prevented an arreſt, but

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the two latter were ſeized by Captain Collins of the Weymouth, and ſent home priſoners; and on their arrival in England, were tried and found guilty of the offence, and were, by the ſentence of the court martial, broke and caſhiered for the ſame.

Rear Admiral Corniſh, after the conqueſt of Minilla, had returned to the coaſt of Coromandel, where he ſome time after received advice of the Peace, together with his letters of re-call, and ſo ſoon as it was convenient, ſailed for Europe in the Norfolk of 74 guns, accompanied by all the ſhips under his command, except the Medway, Weymouth, Panther, and York, each of 60 guns, and the Argo of 32 guns, which were neceſſarily detained in the country to enforce the final adjuſtment and ſettleing of ſome national arrangements with ſome of the nabobs of Bengal, for which purpoſe they ſailed to Calcutta, except the Panther, which was ordered to proceed to Minilla with ſome Spaniſh priſoners, and then to Batavia to heave down; but being met by the Monſoons in the China ſeas, ſhe did not accompliſh it, but put back to Batavia, and was hove down at Ondroſs; and Captain Matthiſon dying while we were in the road, we put the ſhip into mourning, and on his corpſe going a-ſhore for interment, fired minute-guns during the ceremony, which added much to the ſolemnity. Here, on the 25th of January, 1764,

I had

I had the misfortune to get my right leg jamned with the chyme of a caſk in the long-boat along ſide the ſhip while I was ſlinging water for the paſſage to Madraſs, which has cauſed me an infinitude of trouble, and after all, terminated in an amputation of the limb.

We left Batavia the latter end of February, and touching at Prince's iſland, got wood and water; then putting to ſea again, arrived at Madraſs on the 4th of April, the other three 60 gun ſhips ſtill remaining at Calcutta; and four months after, the Medway and Weymouth returned into the road armed enflute, they and the York having landed their lower-deck guns at Fort William. Soon after, Captain Collins appointing Captain Lary to command the Panther, ſhe and the Weymouth failed for Trincamale, to wood and water in their way to Europe; and I with 14 others who were not fit to remove, were left behind, and entered in the books of the Medway, commanded by John Bladen Tinker, Eſq. the York being detained at Bengal till Governor Vanſittart had ſettled his affairs there, when taking him on board, ſhe ſailed, (leaving the Argo ſtill there) and joined us; and as he intended to take the remaining part of his paſſage in our ſhip, he very generouſly and humanely procured and gave to both ſhips' companies ſuch neceſſaries as were moſt needful to guard us againſt the cold. We

ſailed

failed in concert with the York on the 15th of Feb. 1765, and arrived at the Cape on the 29th of March, and left it again on the 3d of May, shaping our course for St. Helena, where we came to anchor on the 18th. The same day as we were hoisting out the barge, while the ship was going before the wind at the rate of eight or nine knotts, the yard-tackles unhooking, she swang off, and oversetting, filled, with three men in her, one of which ran up the side by the stay-tackle; another went a-stern and caught hold of the life-buoy; but the other was drowned. Captain Tinker being the senior officer, ordered Captain Caldwell to sail on the 25th and proceed to Ascension to catch tortoise for both ships' use; and on the 1st of June, we sailed, and joined him there on the 8th, yet we did not come to anchor, but lay to till we had got on board our share of the fish, amounting to 48 tortoises, and the York had got up her anchor; then taking our departure, in a few days once more crossed the equator into the northern hemisphere; when, although the York was leaky and we were entering the stormy atlantic, Captain Tinker very ungenerously left her because she sailed heavily, and keeping company with her, lost time, and was likely to have impeded our passage. We arrived at Spithead on the 25th of July, and she at Plymouth on the 5th of August. My leg having been variously better and worse during the passage, occasioned by the variation of air, climate,

and proviſion, was now very bad, ſo I was ſent aſhore to the royal hoſpital at Hazlar, and the ſhip ſent round to Chatham to be paid off. I was placed under the care of the celebrated Surgeon Dodd and Mr. Harris, who made a cure of my wound; and being diſcharged out of the hoſpital, November 26, I waited on Commiſſioner Hughes at his office in the dock-yard, to know how I was to get after my ſhip, who ordered me back till the 12th of December, when he ſent a boat for me, which put me on board the Lion tranſport bound to Sheerneſs; and coming thither, I acquainted the Maſter Attendant, that Commiſſioner Hughes had ſent me round from Portſmouth; on which he ordered the paſſage-boat to take me to Chatham, where, on the 2d of Jan. 1766, I received of Commiſſioner Hanway the wages due to me for the Panther and Medway. On the 7th, being the firſt Tueſday in the month, I alſo received 6 pounds ſmart-money, from the worſhipful Governors of the naval cheſt, and a penſion-ticket for 6 pounds a year, commencing from lady-day 1764, being the firſt quarter day after the hurt was received, and to appear again in three years.

How little do the land-men know
Of what we ſailors feel,
When ſeas do mount and winds do blow!
But we have hearts of ſteel.
No danger can affright us,
No enemy ſhall flout,
We'll make our cannons right us,
So toſs the can about.

Agreeable

Agreeable to my propoſal, I ſhall hereafter give ſome definition of nautical terms, but before I conclude this part of my work, I muſt preſent my readers with a deſcriptive view of his Majeſty's royal navy. Ships and veſſels of war are either nominated line of battle-ſhips, frigates, ſloops, cutters, yachts, fire-ſhips, or bomb-ketches, and are of various conſtructions and dimenſions. A firſt-rate ſhip having three gun-decks fore and aft, mounts from 100 to 120 guns, (forty-two pounders) or ſuch as carry a round ball of 42lb weight in her lower tier, twenty-four pounders in her middle tier, twelve pounders on her upper deck, and ſix pounders on the quarter-deck and fore-caſtle: Beſides theſe, they and all ſhips of the line are furniſhed with caranades (which go on ſlides) on their poops and ſwivels for their tops; alſo ſmall arms of every deſcription, ſuch as muſkets, blunderbuſſes, piſtols, cutlaſſes, half-pikes, &c. likewiſe hand granades to throw on board of an enemy. A firſt-rate's complement of men is 850, and if ſhe is a flag-ſhip, an additional number for the purpoſe of diſplaying ſignals from the different maſt-heads and yard arms to convey the Admiral's orders. A ſecond-rate carries from 90 to 98 guns, thirty-two pounders below, eighteen's on the middle, nine's above, and ſix's on the fore-caſtle and quarter-deck: Their number of hands is from 750 to 800. Third-rates are ſuch as carry 64, 70, 74, or 80 pieces of ordnance; an 80 gun ſhip that is a

three

three decker mounts twenty-four pounders, twelve's, nine's, and six's; but ships of 80 guns that are so constructed as to have but two gun decks fore and aft, have thirty-two pounders below, twenty-four's aloft, and nine's on their quarter-deck, &c. their complement of men is 700, and sometimes they have supernumeraries as before mentioned. 74 and 70 gun ships carry thirty-two pounders, eighteen's, and nine's; a 74 has 600 men, and a 70, 520, when each are full manned. The artillery of a 64 is lighter; she has twenty-four pounders, twelve's, and six's, and 480 men. Fourth-rates carry 50 or 60 guns. A 60 gun ship is also of the line, and mounts twenty-four pounders, twelves, and six's, and has 420 men; and if one of these, in a line of battle, be opposed to a first or second rate of the enemy, hard is her fate. A 50 gun ship carries the same weight of metal, and 350 men.—These ships are not of the line, but occasionally made use of as though they were, when the enemy's number of ships exceed ours; in other cases they are used as frigates. The fifth-rates mount from 32 to 44 guns; those carrying 40 or 44, are of various constructions; some of them have two decks, others one proper gun deck only: The former carry eighteen pounders, nine's, and four's, as before described; the latter mount twelve pounders on the main-deck and six's on the quarter-deck and fore-castle.—These last mentioned are by far the best ships; they carry

250 men each when their complement is complete. A frigate of 36 guns bears the ſame metal, and 260 men. One of 32 guns has alſo twelve and ſix pounders, with 220 hands. Sixth-rates have from 20 to 28, and ſometimes 30 pieces of cannon, with nine, and four pounders moſtly. A frigate mounting 30 guns, has 210 men; one of 28, has 200; one that is commonly called a 20 gun ſhip, has 22 nine pounders and 2 three's on the fore-caſtle, for bow chaſe-guns, and 120 men and boys. Thoſe of leſs dimenſion, though ſome of them mount 20 guns, bear no rate, but are called ſloops and veſſels of war, although from their different moulds and the variety of their maſts and rigging, they might be named ſhips, ſnows, briggs, cutters, doggars, &c. they carry guns and weight of metal variouſly, in proportion to their ſeveral tonage; from 18, ſix pounders, to 16, 14, or 12 ditto, and ſome 10, others only 8 four pounders, and men in proportion to their force: In the number of hands are included boys, as one of theſe is always neceſſary to fetch powder in time of action, to ſupply the men at each gun. The artillery made uſe of in the navy, are ſuch as carry a round ball of 2, 3, 4, 6, 9, 12, 18, 24, 32, or 42 pounds weight, and ſome caronades are of caliber for 48, 50, and 56 pound balls: Swivels carry 1, 1½, and 2 pound ſhot, the various ſorts of which uſed for guns of every ſize, are round, grape, double head, caniſter, &c. theſe are in common uſe;

but

but in privateers and letters-of-marque they frequently uſe langridge, ſtar-ſhot, chain-ſhot, and ſliding-ſhot; and throw ſtink-pots and plum-puddings; they too are ſometimes mounted with cohorns and howitziers. Shells and mortars are of different ſizes; which lead me to ſay ſomething of bomb-ketches, &c. Theſe veſſels are rigged like doggers, having only a main and mizzen-maſt, with a bowſprit, &c. as a fore-maſt would impede their uſe, which is to bombard towns or forts, by throwing carcaſes and ſhells into them during a ſiege; and as the mortar-beds are placed in the hold, they are not of any uſe at ſea; but beſides them, theſe veſſels have a number of carriage-guns to fight their way with, and about 60 hands. Fire-ſhips are for the purpoſe of burning a ſhip or ſhips in the enemy's line, &c. and mount 8 guns, and carry 45 men; they have ſeveral ports on each ſide, which are made to fall down inſtead of hauling up, and are provided with grapplings or hooks at their lower yard arms; and being well ſtored with combuſtibles of various kinds, to which a train is laid ready, if a fleet has the weather-gage, the Commander makes a ſignal for a fire-ſhip to bear down, and for a line of battle-ſhip to cover her, i. e. keep between her and her object; alſo in the mean time to take out the men except the Captain and a boat's crew, with one to ſteer, who ſhould be a good ſwimmer: When ſhe has gained a proper diſtance, the

the covering ſhip ſhoots a-head, then backs his main top-ſail and lays to, when the man at the helm gives the ſhip a yaw, and jumping overboard, is taken up by the boat; and the Captain having put the match to the train as he quitted the ſhip, ſhe then begins to burn; and falling along ſide the enemy, and hooking his rigging, ſets him on fire; and when her port ropes are burnt to let the ports fall, the fire iſſues from each of them in a ſtream; and the covering ſhip having taken up the boat, falls again into her ſtation.—If one of theſe be taken when her train is laid, the men are moſtly hanged at the yard-arms by the enemy. Yachts are ſmall neat veſſels deſigned for the uſe of the royal family and ſuch as are occaſionally attendant on it, and one of them is appropriated to the ſervice of the Commiſſioner of each of the principal dock-yards.

It may not be amiſs to give my readers ſome idea how guns that weigh from 5½ to 60 cwt. and upwards, are managable: They are for that purpoſe mounted on ſtrong carriages with four trucks or clog wheels, proportioned to the ſize and weight of the gun, with a curve in each ſide for the trunions to reſt in; near which, lower down on the ſide, is a ring-bolt and an eye-bolt, and another in the croſs piece, on which the train of the gun reſts; and alſo a ring-bolt and an eye-bolt in the ſhip's ſide near the port, on each ſide of it; to the ring-bolt there

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is ſeized a ſtrong piece of rope, which is led thro' that on one ſide the carriage, then paſſed through a thimble which is ſtrapped and ſeized to the pummilion, then through that on the other ſide the carriage, and faſtened to that on the other ſide the port: This we call a breeching; its uſe is to prevent the gun from running in too far when we have the lee gage, and to help to ſecure her when ſhe is houſed; and for each of the carriages we have a four-fall tackle on either ſide between the before mentioned eye-bolts, to run her out with when loaded, and partly to ſecure her when out of action: We have alſo a tackle hooked to the eye-bolt in the train of the carriage, and to a ring-bolt on the deck, to prevent it running out before the gun is loaded, when on the weather-gage, which we call a relieving-tackle. In the middle of the breech-ring and muzzle-ring, there is a notch to direct us in pointing forward and aft; and at equal diſtances on each ſide the ſaid rings, is another notch, to direct in elevating or ſettling the train, which is performed by the uſe of an iron crow and a hand-ſpike; and the poſition is kept by placing the bed and quoin, which are made of wood for that uſe. It is always neceſſary that he who points the gun ſhould have judgment of the ſhip's motion, to do execution; for if the ſide be riſing, he muſt take his aim below the water's edge, or he'll fire over the object; if it be lowering, he muſt level above the gun-wale, or

elſe he will fire into the water: Some attention muſt alſo be had to the motion of the object; it is not like fighting aſhore.

Before I can proceed to define the line of battle, I muſt ſay ſomething about colours, ſignals, &c. The colours in common uſe are the jack, enſign, and pendant. Before the union of thoſe kingdoms which now compoſe Great Britain, the Engliſh colours were a white field, with a red croſs conjugate and tranſverſe, which we now call the St. George's jack; and the Scotch was a blue field, with a white croſs from corner to corner; and as the aforeſaid union, the colours of the two nations were ſo diſpoſed as to form one flag, in which both were blended, ſo as to preſerve a ſemblance of that agreement, and is therefore called the union flag. A ſmall flag of this ſort is called a jack, and moſtly diſplayed on a ſtaff at the bowſprit end; but as we have three ſorts of enſigns' in uſe, I muſt be particular, becauſe theſe make the diſtinction in the diviſions of a fleet, &c. They are either a red field, with an union in the upper corner next the ſtaff; a St. George's field, i. e. white with the red croſs and the union as above; or a blue field, with the union in the upper and inner corner: It is hoiſted on a ſtaff at the taffer or taffrail, and hangs over the ſtern. The common pendant is compoſed of three ſtripes, red, white, and blue, with a red and white

croſs

croſs at the head, being long and narrow; it is kept flying at the main topgallant-maſt head of every private ſhip in commiſſion. Every ſhip has a great number of plain flags, pendants, &c. of various colours, together with the common colours of every other nation, to diſplay from the different top-maſt heads, yard-arms, mizzen peak, &c. as occaſion may require; which is ſometimes done with and ſometimes without the firing of a gun. Every ſhip has a ſtern or poop-lanthorn, and thoſe that are of the line have two quarter-lanthorns, and ſuch as are deſigned for flag-ſhips have one in their main top; beſides which, they have each a number of large lanthorns to fix in the ſhrouds, or at the mizzen peak, &c. as ſignals in the night, when ſometimes one, two, or more guns are fired, according to appointment; for the common ſignals are known to every officer in the fleet, as they have books with portraits of ſhips diſplaying them variouſly as occaſion may require, and ſpecifying how many guns are to be fired for directing certain acts and manœuvres: Falſe fires too are ſometimes uſed in the night. But as theſe public ſignals may be known by an enemy, it is neceſſary to have ſome that are of a private nature, the ſignification of which an enemy cannot acquire: Theſe the commander of a fleet appoints, and his ſecretary ſends a written copy of them to each captain ſerving under his command reſpectively.

I now

I now muſt ſay ſomething reſpecting admiralty, or the order of ſuperiority and inferiority of thoſe gentlemen to whom the command of fleets or ſquadrons is given, when ſuch are appointed on a cruiſe or an expedition. A Commodore hoiſts a red broad pendant, with a ſwallow tail, at the main topgallant-maſt head; he is inferior to a Rear Admiral, tho' his pay is the ſame. The loweſt Flag Officer is Rear Admiral of the blue diviſion; next to him is Rear Admiral of the white; and next to that Rear Admiral of the red: Theſe all hoiſt their reſpective flags at the mizzen top-maſt head, and bring up the rear in the order of ſailing. The next is a Vice Admiral of the blue; next to him, Vice Admiral of the white; and then Vice Admiral of the red: Theſe carry their reſpective flags at the fore-top gallant-maſt head, and ſail in the van when regular order is ſtrictly obſerved, and they have not a chief command. Next to Vice Admiral of the red, is Admiral of the blue, and then Admiral of the white, which is the higheſt flag in common uſe at the main, as the red flag is never hoiſted but as a ſignal, when it is called the bloody flag, ſignifying that no quarter will be given, and is ſeldom uſed but by pirates, though I have known an inſtance of it's being uſed by a rhode-iſland privateer engaged with a French frigate in the bight of Leogane Hiſpanola. To ſupply this defect, the union-flag is occaſionally hoiſted by a dignified Admiral, ſuch as the firſt

Lord

Lord of the admiralty, or the Lord High Admiral of Great Britain, when he commands a fleet in perſon: Theſe all carry their reſpective flags at the main tapgallant-maſt head, and ſail with their proper ſquadron in the centre of the fleet. As ſuppoſe a fleet to conſiſt of 33 ſail of the line, forming three diviſions, commanded by an Admiral, a Vice Admiral, and a Rear Admiral, each commanding a ſquadron of 11 ſhips; the Vice Admiral ſhould ſail in the van, and in the night ſhew lights from his main-top and two quarter-lanthorns, to give direction to the other ſhips: The Admiral ſhould keep in the centre, and ſhew a light in his top and each of his three ſtern-lanthorns; and the third in company, bringing up the rear, ſhould ſhew a light in his top and poop-lanthorn, to thoſe of his own diviſion that may be a-ſtern of him; though, on the contrary tack, this order muſt be reverſed, and often is in a line of battle.——I have been very particular reſpecting theſe things, as I know perſons unaccuſtomed to them form crude ideas, both of them and every ſuch thing as they have not ſeen; and muſt further obſerve, that in a naval engagement, the order is varied by contingent circumſtances, ſuch as having the wind, or the lead, or which tack they are on. The commander in chief always gives a plan of his intentions to each ſubordinate commander, and it is a general rule for the ſenior Captain of the Vice Admiral's diviſion to lead the van

when

when the line is formed with the ſtarboard tacks on board, and the ſenior Captain in the rear diviſion to lead where it is formed with the larboard tacks on board, each flag officer being in the centre of his reſpective ſquadron. Suppoſe the afore-mentioned fleet, attended by ſix ſail of frigates, to be ſtanding W. S. W. cloſe hauled, with their larboard tacks on board, (the wind being at ſouth) to deſcry an enemy's fleet of equal force to leeward, the Commander would then make a ſignal to form a line of battle a-breaſt, and ſo to give chaſe, edging away until all the ſhips ſhould have gained their ſtations; and then bearing down in a body, (ſuppoſing the enemy to lay to, form a line, and prepare for action) when he ſhall have gained a proper poſition ſo as to have a proſpect of engaging with advantage and effect, he then takes in the ſignal for a line a-breaſt and diſplays one for a line of battle a-head; when each ſhip luffing up to the wind, they fall into a ſtraight line a-head of each other, with their broad-ſides directly oppoſed to thoſe in the enemy's line they are reſpectively to engage; and as the Admiral's ſhips are in the centre of their ſquadron, their ſignals cannot be ſeen in time of action, for ſmoke, each of them have a frigate ſtationed at a convenient diſtance a-breaſt of his beam, to repeat them; ſo that if he ſees a ſhip in his line overmatched, he diſplays a ſignal for the ſhip neareſt a-head to back his mizzen top-ſail and drop a-ſtern, or the ſhip next

a-ſtern to fill his main top-ſail and ſhoot a-head to relieve her; which ſignal the frigate (lying in view of the whole fleet) repeats, and keeps flying till it is anſwered; and if a ſhip has loſt her top-maſts, or is otherwiſe diſabled, and thereby in danger of being taken, he makes a ſignal for one of the other frigates to bear down and take her in tow to convey her out of danger, and afford her aſſiſtance, if neceſſary, till the fate of the day be determined. This brief deſcription may at preſent ſuffice, and I will now ſay ſomething of the rules and cuſtoms of the navy.

In order to be a little explicit, I muſt now obſerve, that when a fleet or a ſingle ſhip is ſo fortunate as to engage and take a prize or prizes, and bring it or them ſafe into port, if ſuch ſhip or ſhips be conſtructed for veſſels of war, they are ſurveyed by a maſter builder and other aſſiſtants ſkilled in naval architecture; and if they, on ſuch ſurvey, deem the ſaid ſhip or veſſel uſeful and fit, they then conjointly with the commiſſioner of the port yard there, purchaſe her or them for his Majeſty's ſervice, and the purchaſe-money is always duly and punctually paid in a ſhort time to the captors by certain agents appointed to make ſuch payment; beſides which, there is a certain allowance made by government according to the number of artillery mounted on board the captured veſſel, if ſhe belonged

ed to government ſervice when taken, and the number of men born on her books, which is called gun-money and head-money; but if the capture be a merchant veſſel or privateer, then an agent or agents are choſen by a majority of the captors, and he or they is or are empowered by letter of attorney, to appraiſe, ſell, and diſpoſe of the ſaid capture or captures, by auction or other public ſale, and pay the money ariſing from ſuch ſale to the captors reſpectively, according to the ſhare each man or boy is entitled to by the ſtation or capacity he ſerves in on board his ſhip: The proportion of the reſpective ſhares is briefly as follows; to a Flag Officer or Officers, one-eighth of the capture; to a Captain or Captains, two-eights; to the Commiſſion-Officers, one-eight; to the Petty-Officers, one-eighth; and the remaining two-eighths or one-fourth is divided amongſt the foremaſt-men and ſuch as ſhare with them; and if a Captain has a roving commiſſion or act independent of the orders of an Admiral, he is in that caſe entitled to three-eighths of the capture. An agent is allowed ſix months to diſpoſe of the ſhip and cargo of a prize, before he is obliged to make any payment of money to the captors, and to give public notice ſome time previous to each payment he propoſes to make, whether of the whole or part of ſuch capture; and if, after the laſt advertiſement, any ſhare or dividend remain unclaimed for the ſpace of three years, it is forfeited and becomes

comes payable towards the maintenance of Greenwich hoſpital.

With reſpect to wages, I ſhall only ſay, that an Admiral has 3l. 10s. per day; a Vice Admiral, 2l. 10s. a Rear Admiral, 1l. 15s. a Commodore, the ſame; a Captain of a firſt-rate, 28s. per day, or 39l. 4s. per month, conſiſting of 28 days; of a ſecond-rate, 33l. 12s. of a third-rate, 28l. of a fourth-rate, 22l. 8s. of a fifth-rate, 16l. 16s. of a ſixth-rate, 11l. 4s. and a Maſter Commander, the ſame; Lieutenants, 5s. per day; and Maſters and other officers of inferior rank have monthly pay in proportion to the rate of the ſhips to which they reſpectively belong; but the pay of a Quarter-gunner is only 1l. 5s. (one of which is allowed to every 4 guns) that of an able ſeaman, 1l. 4s. and that of an ordinary ſeaman or landman, 19s. per month, out of which is reſerved 6d. for Greenwich hoſpital, 4d. for the Chaplain, 2d. for the Doctor, and 6d. for the Purſer for the ſupply of bowls, platters, cans, ſpoons, candles, and pudding-bags; and if a man miſs a muſter when in port, a cheque is put againſt his name; if he miſs two muſters, a ſecond cheque; and the third time, an R is affixed by the clerk of the cheque, when all his pay and arrears of pay are deemed forfeited and made due to the cheſt at Chatham.

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When a wound is received or a hurt ſuſtained on board a ſhip, or on ſhore in the ſervice of ſuch ſhip, it is the Surgeon's duty (previous to the wounded or hurt ſeaman's leaving the ſhip to go to any hoſpital or on board of any hoſpital-ſhip) to fill up or make out a ſmart-ticket for him, ſpecifying ſuch wound or hurt, and how and on what act of duty it was received, ſigned by the Captain, firſt Lieutenant, Maſter, Surgeon, Purſer, Boatſwain, Gunner, and Carpenter, (bearing an emblem of a man ſtanding on a cheſt on one leg, and having loſt an arm on the oppoſite ſide) which the patient, when cured and permitted to go, muſt preſent to the governors of the naval cheſt at Chatham, who have a diſcretionary power to award a ſum of money, as ſmart, and diſmiſs the man if they deem it too trivial for a penſion; and alſo what penſion they ſuppoſe adequate to the hurt, where it is a caſual one; but where an eye or a limb is loſt, they have ſtated rules to go by, although in caſualities they can either augment, diminiſh, or ſtrike off the liſt, after the expiration of the firſt granted penſion-ticket, which is ſometimes at the end of a year, but generally of three years, and where a limb is loſt, of five years; for which reaſon, they have appointed a review at the cheſt, to commence on the firſt Tueſday in every month, except on chriſtmas day; when and where ſuch of the penſioners, whoſe tickets are expiring or have expired, are required to attend, give in their

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old tickets, and receive new ones according to the governors' diſcretion; and if any one has loſt his ticket, he muſt draw up and preſent a petition for a new one, which will be granted. When I was firſt put upon the liſt, the rules were, to allow ſmart-money equal to a whole year's penſion, and the penſion to commence from the firſt quarter day after the hurt was ſuſtained, and to be continued to thoſe who obtained cooks' warrants; but during the American war, when every plan of national œconomy was deemed neceſſary, it was taken off, and only half a year's penſion for ſmart allowed, and every one obliged to appear at the end of one year after his ticket was out, although prior to that period we were connived at if we ſtayed two years over our time, as the governors would pay one year after the expiration of the ticket, and we might go at the end of another and our certificate or letter of life only needed to be ſigned by the miniſter and churchwarden of the pariſh where we reſpectively reſided; but afterwards (I ſuppoſe on the diſcovery of ſome fraudulent practices) it was required, that each ſhould make atteſtation before a juſtice of the peace or a chief magiſtrate, and ſign it alſo himſelf, that ſuch ſignature might be compared with that in the cheſt power; and if there was but one churchwarden, for him to ſign himſelf ſole and only churchwarden; and that each penſioner muſt appear to review about the time his ticket expires, on pain

of

of ſuſpenſion until he does appear. If any are ſtruck off the liſt, it is generally with half a year's penſion advance. The old rules are in part again adopted, I believe. At one of theſe reviews, what a ſhocking ſpectacle preſents itſelf to the eyes of the ſpectator! Here you may behold perhaps 500 mutilated creatures of different ages and appearances, ſome clean and decently appareled; ſome dirty and almoſt naked, ſo that all the cloaths on their backs would ſcarcely make a kitchen-girl a mop; ſome with meager and emaciated looks, appear as if they never had a good meal of meat, while here and there one indeed retain ſome faint veſtiges of their former likeneſs; ſome have loſt an eye, and others both; ſome have a hand, ſome an arm off; ſome, both near the wriſts; ſome, both cloſe to the ſhoulders; others, one at the wriſt and the other above the elbow; ſome are ſwinging on a pair of crutches; ſome with one wooden leg below the knee; another above the knee; ſome with one leg off below the knee and the other above; ſome with a hand off and an eye out; another with an eye out and his face perforated with grains of battle-powder, which leave as laſting an impreſſion as though they were injected by an Italian artiſt; ſome with their limbs contracted; others have loſt part of a hand or part of a foot; ſome have a ſtiff knee from a fracture of the petella bone; ſome have loſt the tendons, and others, fleſh, from their arm-pits; while another

ther has loſt a piece from the back of his neck; another has had his ſcull fractured and trepanned, and a ſilver plate ſubſtituted in the room of what was taken out; ſome with their noſes ſhot off; others with a piece torn from the cheek; another with his jaw bone or chin ſhot off, &c. &c. &c. A gentleman once obſerved to me, he wondered why all or moſt of the penſioners did not reſide near the cheſt, that they might attend without ſo much inconvenience! His notion was plauſible and well meant; but were ſuch a meaſure adopted, the cities of London and Weſtminſter, and the whole counties of Kent, Eſſex, Middleſex, Surry, Berks, and Suſſex, would be inhabited with little elſe than a motley company of halt, maimed, blinkards, and cripples: Who then would carry on the manufactures, and drive the Lord Mayor's coach?

As it is my wiſh to promote, and not depreſs, his Majeſty's ſervice, I muſt beg of my readers to have a little patience while I obſerve, that all the poor wretches before mentioned are not abandoned or obliged to take only a ſmall penſion, as there is another aſylum provided for them who are moſt diſabled by loſs of limbs or other extreme hurts ſuſtained in the ſervice, and alſo thoſe who have worn out their beſt days and ſpent their ſtrength Britannia's weal to ſave;—I mean the Royal Hoſpital at Greenwich, which magnificent building is

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not to be equaled in the world, and its endowment is equal to its magnificence; its ſituation is eligible, cloſe by the fine river thames, where ſhips paſs and repaſs; the air is ſalubrious, the park delightful, the chapel elegant, the clothing for the penſioners comfortable, and the proviſion wholeſome and plentiful; all which conſpire to render life, loaded with infirmities, tolerable if not happy in its decline, "when ſafe moor'd in Greenwich tier." Some almoſt worn out Admiral is, in ſucceſſion, governor of this grand aſylum; beſides which, there is another Flag Officer ſub-governor. The men have little more to do than behave themſelves well; and when they are diſorderly, they are ſometimes made to wear a yellow coat with red ſleeves, or ſome other badge of diſgrace, and are appointed to ſweep the ſquare, &c. If any obtain leave of abſence, the ſub-governor has his allowance during that period. They have alſo 1s. per week for tobacco; and many have an out-penſion from the hoſpital for long ſervitude, which is about 7l. a year. Every man and boy in Britiſh ſea-pay contribute 6d. per month out of that pay towards the maintenance of this grand naval hoſpital: Though none can claim or ought to have admittance into it but ſuch as have ſerved in the royal navy, yet ſome time ago, many gentlemen, through intereſt, gained admittance for their worn-out domeſtics who had never been at ſea in their lives, conſequently theſe had no right,

if a merchant's man who pays to its support has none or is allowed none; but these abuses are now reformed.

As I purpose to expose to view a striking figure of the wooden world, I must present to my readers some account of the order, discipline, allowance, &c. and shall begin with discipline. As to small crimes or misdemeanors committed on board merchant ships, they are recognisable before a common court of judicatory, or the magistracy of the port or place the ship or vessel may belong to, be at, or put into; but matters of a higher nature or greater degree of criminalty, such as mutiny, murder, or piracy, are to be brought to trial before a court of admiralty, which is mostly held at the Old Bailey or Doctors' Commons for London, and sometimes for other ports, if the nature and degree of the offence require it; but on board any of his Majesty's ships and vessels of war, small crimes and misdemeanors may be forgiven or punished by the Captain or Master Commander, who can, agreeable to the articles of war, enforce order or discipline, by various modes or means. Boys are sometimes stripped and seized by the left hand to a hoop, when three or four have been guilty of the same offence, and a rittle given into each of their right hands and made to run round and each flog the boy next before him, so that the harder one is flogged

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the harder he flogs another: Sometimes they have their breeches or trowsers put down, and are then seized fast to the train of a gun, and punished on their breech by the infliction of an half dozen or a dozen with a cat-of-ninetails; and in certain cases, are obliged to reward the Boatswain's Mate, who inflicts the punishment, with their day's allowance of wine or grog, if at that time they are on either of those allowances. If a man be guilty of notorious lying, he is, according to the rules and orders of the royal navy, to be hoisted up to the main-stay by one of the fore braces, with a broom and shovel affixed to his back, and there to hang for the space of half an hour, the people crying all the while, a liar! a liar! and then it is made his duty to clean the seats in the head, which are for the purpose of easing nature, and so he obtains the appellation of liar of the head. And if any are guilty of much profane swearing, the Officers are to forfeit one day's pay for every such offence, but the men are to wear a cangue or wooden collar during the Commanding Officer's pleasure; which collar is composed of two pieces of plank about three inches thick, with a curve to encompass the neck and fasten round it with a lock, and its gravity is increased by four, nine, or twelve pound shots placed in curves made in a quadrangular form, and fastened in with bits of iron hooping nailed over them; but this is used with partiality:—On board the Blandford,

Captain

Captain Cummings ordered, that the party, attended by the Maſter at Arms, ſhould walk the lee ſide of the quarter-deck until he ſhould hear another ſwear; ſo that they would often ſtagger with deſign, and tread on the toes of ſome of the after-guard or main-top men, who perhaps would ſay, d—n your eyes, why don't you keep your feet to yourſelves? what do you tread on me for? when the priſoner would cry out, Sir, ſuch a man ſwears! when the collar was immediately taken off him and fixed on the other; till at length the Captain was obliged to reform the abuſe, by ordering the offender to wear it for a limitted time. Sometimes an exceeding noiſy fellow is gagged with a pump-bolt in his mouth confined behind the neck with a piece of ſpunyarn, and placed in the weather-mizzen ſhrouds with his face to windward for an hour, or ſometimes two hours. A diſorderly perſon they will ſcrub with a broom in a tub full of water, to make him keep cleanly. The Captain can alſo cauſe a thief to run the gantlet; and may, if he pleaſes, order him to be towed aſhore at the boat's ſtern, with a rope about his neck, and turned adrift: The manner of inflicting this puniſhment is this; the men have each two rope-yarns given them, of which they make nittles, and caſt a half-hitch on the end, then arrange themſelves along the dock in two rows at a convenient diſtance, when the offender being ſtripped, is cauſed to paſs between them,

and

and each man is obliged to ſtrike him with the nittle as he paſſes along; and in ſome caſes they are made to aſcend and deſcend the quarter-deck and fore-caſtle ladders, at each of which a Boatſwain's Mate is placed with a cat, who flogs them during that time, which is very ſevere: Sometimes the Maſter at Arms or ſhip's Corporal walks before them with the point of a naked cutlaſs at their breaſts, to retard their progreſs. I have ſeen both theſe done; the firſt, on board the Vengeance, to two men who had robbed one of our men whoſe name was Daniel Clegg, while aſhore on leave at Plymouth, by capciſing him end for end at a public-houſe, and ſhaking his money out of his pocket and paying their own reckoning with it. The ſecond, on board the Wincheſter, to one out of three men who had raviſhed and robbed a girl of the town, whom they met with at No-place, as it is called, about half way between Plymouth and Plymouth dock: She not knowing them, came on board with her complaint, and all hands being called, we were ordered to paſs over the quarter-deck, till at length ſhe challenged one whoſe name was William Edwards, who had been the ringleader and principal actor in the miſchief, and he impeached the other two, who not being ſo guilty as himſelf, were allowed to run, while he was reſtrained therefrom by the Corporal's cutlaſs; and was, after receiving ſevere puniſhment, ſent aſhore and diſcharged. The Dutch inflict it with

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ſit ratans, but don't ſtrip the offender to the ſkin, yet if they find them naked they do not allow them to put on their clothes. I ſaw one run the gantlet naked, in the Eaſt Indies, between two very long ranks, the Commander in Chief ſitting in an eaſy chair to ſee it: The poor wretch, who had been Boatſwain of one of their Indiamen, would ſometimes eſſay to caſt himſelf proſtrate at his feet, and when in that attitude, the old gentleman would ſhew his maſticators, and with a ſtern countenance and uplifted cane, vociferate blackſom vat doon yie heer quamha? on which he ſet off and ran again. But in our navy, when a man is brought to the gangway to be flogged, the Captain cannot exceed a dozen laſhes on the bare back for one offence, without a court martial, which muſt not conſiſt of leſs than five Captains, or at leaſt four Captains and the firſt Lieutenant of a flag-ſhip; and if it is to try an Officer, it muſt conſiſt of more members and of higher degree in proportion to the rank and ſtation of ſuch Officer or Officers as is or are to be tried by ſuch court martial reſpectively; the iſſue of ſuch martial inveſtigation is ſometimes a bare acquittal of the party, and ſometimes an honourable acquittal, when it appears to the court that the proſecution is malicious and the allegations in the charge falſe and ill founded; but on the other hand, if the charge or charges be ſubſtantiated againſt a Foremaſt-man, he is perhaps ſentenced to be flogged from ſhip to ſhip,

and to receive a certain number of laſhes along ſide each, and his bleeding back only covered with a blanket or great coat while going from one to the other, at the diſtance of a mile or mile and half, or more, in which execution of their ſentence, they receive 300, 400, 500, 600, or 700 laſhes, according to the nature and degree of the offence, or the determination of the court. Sometimes they are ſentenced to be made jewel-blocks of, i. e. ſuſpended by a rope round their necks at the fore yard-arm till they are dead, to which exalted ſtation they are advanced from the cat-head in the ſmoke of a gun fired on the occaſion, and under the diſplay of a yellow flag at the maſt head: If it be a Warrant-Officer, he is hung at the ſtarboard main-yard arm; if a Petty-Officer, at the larboard main-yard arm; and ſuch a degeee of honour may be alſo obſerved between an able and an ordinary ſeaman or landman, Maſters, Lieutenants, Commanders, Captains, and Commodores; and every order of Flag Officers are reſponſible to a court martial, and are, by a ſentence of ſuch court, ſometimes ſuſpended, ſometimes broke, at other times broke and caſhiered of their wages, and ſometimes puniſhed with death; the ſaid ſentence being grounded on a breach of ſome particular article or articles of war, and then death inflicted by a file of marines diſcharging their loaded pieces at the breaſt of the unhappy object, who receives it on his knees. As I went in the

barge,

barge, it gave me an opportunity of attending at many courts martial, of which our Captain was a member. I ſhall mention two or three inſtances. At one of theſe courts held in Portſmouth harbour, on board the Newark of 80 guns, two priſoners were tried who belonged to the Woolwich of 40 guns, both for deſertion, and one who was a Captain's ſervant, for purloining ſome property from his maſter; the iſſue of which trial cloſed in a ſentence, that one ſhould receive 600 and the other 700 laſhes from ſhip to ſhip along ſide ſuch of his Majeſty's ſhips and veſſels of war as were then at Spithead and in the harbour or in dock. The ſervant, on hearing his ſentence pronounced by the judge advocate, addreſſed himſelf to the court, and in the moſt humble and pathetic manner requeſted he might be hanged! Being aſked his reaſon for ſuch requeſt, he replied, I cannot endure the puniſhment. On which Sir William Burnaby anſwered with a degree of ſeverity in his looks, the ſentence contains no more than what the court has thought fit to impoſe, and dead or alive it muſt be carried into execution. The puniſhment was to be inflicted at three times on three fortnight days; we attended them through the proceſs of the firſt day, when one of our marines on guard in the bow of the boat fell aſleep and loſt the bayonet off the muzzle of his piece, and narrowly eſcaped getting a dozen for his offence: We ſailed before another fortnight day.

At

At another of theſe courts, three young men were tried and ſentenced to receive 300 each, from ſhip to ſhip, for having gone from the poſt of duty aſſigned them: They belonging to the St. George, and going in the barge, had made a practice of carrying liquor off and ſelling it among the ſhip's company at an exorbitant price; and to puniſh them for their offence, Captain Gayton lent them for a channel-cruiſe on board the Baſlick bomb-veſſel, and they diſliking their new ſhip, which after the accompliſhment of her cruiſe was ordered into dock at Portſmouth, left her and went over land to Deal; and the St. George being then ſtationed in the Downs, they were again received on board her, the Captain being inclined to excuſe the impropriety of their conduct; but when the Maſter and Commander of the Baſlick came to know of them being there, he requeſted of the Lords of the admiralty that they might be tried by a court martial; and although Captain Gayton uſed his intereſt in their behalf, he could not prevail to have their crime diſpenſed with, or their puniſhment remitted or in the leaſt mitigated, although they reſpectively bore good characters. At another of theſe courts held on board the Newark, the Captain, Lieutenant, and Maſter of the Mermaid were tried for the loſs of the ſaid ſhip on the Beheima bank, when the two former were acquitted with honour, they having done their duty in uſing their utmoſt endeavours to

ſave

ſave her, but the latter was convicted of having neglected ſo to do, and alſo quitting her in diſtreſs; likewiſe of having encouraged part of the crew to deſert her while there yet remained a probability of getting her off; for which offences he was broke and ordered to do his duty before the maſt. At another court martial, a Lieutenant of a cutter was tried and broke for contempt of his office and of his ſuperior; the occaſion was this—the Launceſton and us being on a cruiſe in the channel, we brought the cutter to, off Lime-regius, when the Captain of the Launceſton, as Commodore, (he being the ſenior officer) ordered the cutter's boat to be got out and the Commander to come on board his ſhip; which being complied with, and the Lieutenant being without his uniform and neither ſword nor cockade, was aſked, who commands that cutter? he anſwered, I do, Sir, inſtead of a better. The Captain then aſking him why he came on duty without thoſe badges of his office, he like a Wappineer tar replied, I am as good a man without them as with them. For which contumacious anſwer the Captain laid him under an arreſt, and ſent one of his own Lieutenants to ſucceed him in his command, and kept him priſoner on board his ſhip till he arrived in port to bring him to trial.

Proviſions and allowance-money.—Every man and boy borne on the books of any of his Majeſty's ſhips,

ships, are allowed as follows, viz. a pound of biſcuit-bread and a gallon of beer per day; on Tueſday and Saturday 2lb. of beef, or elſe 1lb. of beef and 1lb. of flour with plums for a pudding; (frequently four or ſix meſs together, when for every two, 4lb. of meat or pudding is allowed) on Thurſdays and Sundays, every two has a 3lb. piece of pork and each a pint of peaſe to boil into ſoup; the other three days are called banian days, in alluſion to a people in Aſia who always abſtain from the uſe of animal food, and are known by the name of Banians; on each of theſe days we have 2 oz. of butter and ¼lb. of Cheſhire cheeſe; and on Wedneſdays, ½ a pint of gort or ground oatmeal boiled into burgoo for breakfaſt, and a pint of peaſe to make ſoup for dinner; on Monday we have no peaſe, but have our burgoo for dinner. When ſhips are abroad they cannot get beer, but have an allowance of that ſort of liquor which the country produces in lieu thereof, viz. if they are on a long cruiſe in the home ſeas and their beer is expended, they have ¼ a pint of brandy and 1¼ pints of water mixed into grog; if they be in the Weſt Indies, they have an equal quantity of rum-grog; in the Eaſt Indies, of arrack-grog; but in the mediterranean ſeas or at the Cape of Good Hope, the daily allowance is a pint of white wine mixed with another of water, and ſerved out at twice, either at breakfaſt and dinner or dinner and 4 o'clock in the afternoon.

afternoon. They are now allowed a quantity of molaſſes to eat with their burgoo to prevent the uſe of ſalt beef fat, which generated the ſcurvy. But as every ſpecies of proviſion is liable to either waſte or leakage, their ſeveral weights and meaſures made uſe of are no more than ſeven-eights, to indemnify the Purſer againſt loſs, ſo that the gallon is only 7 pints and the pound 14 ounces. The Steward makes a freſh meſs-book every month, ſo that the men can change their meſs-mates as often as they pleaſe; and when he ſerves their beef or pork, he calls forward one day and backward the next, to give them an equal chance of time to eat it. As to the manner of ſerving, it is this—they give a man liberty to chooſe a piece for his meſs, and then hoodwink him, and when the Steward calls a meſs, he touches a piece, and the Cook gives it to the man it is for, and he touches again. Some years ago they uſed to put the meat into a tub and cover it with a cloth and each prick for his lot with the tormentors, but this often tore it to pieces. Each meſs has a mark for its pudding-bag, which is put to when it goes to the Cook. If any ſpecies of proviſion is deemed unwholeſome and unfit to be uſed, it is to be ſurveyed by at leaſt three Maſters in the navy, and if it be found ſo, they condemn it to be ſtarted and thrown overboard. And if at any time we are detained at ſea beyond what we expected, ſo that we apprehend a likelihood of ſcarcity, it

becomes

becomes neceſſary to go on ſhort allowance, and generally three men ſubſiſt on what two ſhould have; and in extreme caſes, on ſtill leſs: When it is partial and only of one or two articles, we are paid in kind as ſoon as a ſupply is obtained, but if it be a general ſcarcity we are allowed 5s. a month ſhort allowance-money, ſo ſoon as we come where there is an Agent-victualler. I never received more of this kind of arrearage than 10s. on my return from the Weſt Indies in the Blandford, which was paid me by the Agent-victualler at Plymouth. Soldiers deemed paſſengers, and priſoners of war, while they remain on board are kept on ſhore.

I ſhall now ſay a little about equipage and ceremonies. When an Officer is coming on board or going out of a ſhip, entering-ropes knotted with diamond knotts and covered with red baize are put down by the gangway ſteps, and the ſide is manned with a number of hands according to the ſuperiority or inferiority of the Officer aſcending or deſcending it, viz. for a Flag-Officer or Captain, ſix; for a Lieutenant or Maſter, four; and for a Warrant-Officer or Petty-Officer, two: And ſometimes on a Commander in Chief or other perſon of high rank coming on board, a guard is mounted and manœuvre as he aſcends the gangway; if it be in the night, each of the men hold a lanthorn in their hands to light him up, in order to know who is coming

coming as well as his rank in office; the Quarter-maſter of the watch hails the boat while at a convenient diſtance, and aſks if ſhe is coming on board? when if ſhe is not, the Cockſwain anſwers, no; but if ſhe be, and has the Captain in, he pronounces the ſhip's name to which ſuch Captain belongs; if it is a Commiſſion-Officer, he ſays aye, aye! and if one of inferior order, no, no! When a lady is coming on board, ſhe is fixed in an elegant chair neatly ſlung with red rope and run up with a whip, i. e. a rope reeved through a tail-block faſtened to the main yard for that purpoſe, then hauled in and landed on the gangway, where ſhe is received by the Commanding-Officer and led aft. Sometimes we have an accommodation-ladder over the ſide in fine weather while in harbour, which is of very eaſy aſcent. The Batſwain and his mates have each a ſilver pipe or call which they fix to the button-hole of their coat or jacket with a ribbon, with which they call the watch or all-hands, and direct almoſt every act of duty that is performed in the ſhip, ſuch as hoiſting or lowering of caſks, bales, &c. hoiſting boats in or out, ſwaying up yards and top-maſts, veering away cable, heaving up anchors, palling the cadſtan, ſetting ſails, ſtoppering or belaying ropes, manning the ſide, calling the ſweepers and ſcavenger, piping to breakfaſt or dinner, &c. in ſhort almoſt every thing is conducted by the vibration of the call as much as ſoldiers are directed through their ſeveral

evolutions

evolutions by beat of drum, which noiſy inſtrument is not much uſed in the navy, except when a fleet is at mooring and under the command of one or more Admirals, where it is uſual for the drums to beat about day-break and continue until we can ſee a grey gooſe a mile, when the flag-ſhip fires a gun. At ſun-riſe every ſhip in the fleet hoiſts her colours, viz. her enſign and jack, unleſs it blows hard, and the yards and top-maſts are ſtruck, in which caſe the colours are not hoiſted but when ſome veſſel is coming in or paſſing; and at ſun-ſet they are again ſtruck or hauled down; at half paſt 7 o'clock the drums begin to beat and continue till 8, when the ſhip on board of which the Commander in Chief hoiſts his flag, fires a gun, which is anſwered by the diſcharge of a volley of ſmall arms from thoſe of every ſubordinate Flag-Officer. On certain rejoicing days, ſuch as his Majeſty's birth-day, &c. each ſhip that compoſes part of the fleet fires a royal ſalute of 21 guns, in ſucceſſion, one every minute, taking the motion from the Admiral, who fires firſt preciſely at 1 o'Clock; this we term a Spithead ſight, or a battle without bloodſhed. The French uſe the call in their boats, by which the Cockſwains of barges and pinnaces, and the Patroons of launches and long-boats direct the men in their ſeveral motions when putting off or coming along ſide a ſhip or wharf laying on a beach, &c. It is a common cuſtom in the ſea-ſervice, on making or deſcrying

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any cape or headland of conſequence, to make all the men and boys in the veſſel who have not before ſeen it, pay a bottle of liquor and a pound of ſugar to mix into bumbo or toddy for themſelves and the reſt of the crew; and on croſſing the equator, they pay the ſame, which payment frees them of every promontory ſituate in the northern hemiſphere, but not of thoſe beyond the line; and if any one refuſe to comply with this uſage, he is to be ducked after the following manner, viz. a tail-block is fixed out at the arm of the main yard, through which a rope is reeved, and a ſling made near the end of it by a running bowline knott, in which the man is placed with a toggle fixed over his head to prevent his being run up too high; then the fall is led through a block at the quarter of the yard, and another faſtened to a ring-bolt on the deck, and ſo fore and aft; and he is gently run up and eaſed off with a guy, then let run into the water and preſently hoiſted up again; ſuffered to take his breath, and let go down a ſecond time; and after the third dip, they hoiſt him high enough and then haul him in with the guy and releaſe him; but this ceremony is never obſerved on board any ſhip or veſſel belonging to his Majeſty's royal navy. The Dutch have a method of puniſhing ſome particular crimes by keel-hauling, viz. they take a ſufficient length of rope and paſs one end of it round the cut-water and let it fall under the bottom, then reeve the ends

at both the yard-arms as before mentioned, and overhauling the bight, fix the man in the middle of it, with a deep ſea-lead faſtened to his heels for the purpoſe of ſinking him clear of the ſhip's keel: They then run him up and let go, and allowing ſufficient time for the lead to ſink him deep enough, he is run up on the other ſide, permitted to breathe a little, and ſent a ſecond time under the bottom; and when he has dived three times, he is hauled in, ſome refreſhment given him, and then put to his hammock. This barbarous puniſhment is rarely inflicted but for aggravated offences perpetrated by extraordinary bad characters, and never uſed in our ſervice, although it muſt be acknowledged we have often recourſe to ſeverity.

A ſhip's company is generally divided into equal parts, which are thus denominated—The ſtarboard watch and larboard watch; of the former, the Maſter of a merchant ſhip takes the immediate charge, and the Mate of the latter; but if the veſſel be large enough to have a Second Mate, he then takes the Captain's charge and lets him ſleep all night. The duration of a watch at ſea is four hours, beginning at 8 o'clock at night, which is called the firſt watch; from 12 to 4, the middle watch; from 4 to 8, the morning watch; from 8 to 12, the fore-noon watch; from 12 to 4, the afternoon watch; and that from 4 to 8 is divided into two, called

dog watches; the deſign of which is to prevent one watch having two night watches every twenty-four hours. A trick at the helm is two hours, at the lead half an hour, and at the maſt head the ſame. In Eaſt Indiamen where they have ſix or more Mates and four Midſhipmen, they are divided in proportion as well as the men. And in his Majeſty's ſhips and veſſels of war, the Lieutenants (who take charge of watches) and the inferior Officers are equally divided; but the Captain, Maſter, Boatſwain, and other Warrant-Officers ſleep all night; and there are ſeveral who are excuſed from watching, to occupy their trades, ſuch as the armourer, butcher, barber, &c. who are called idlers, and are occaſionally called up to aſſiſt the watch when it is not neceſſary to call all hands; theſe are in charge of the Maſter at Arms and ſhip's Corporal to turn up when they are called, which in ſqually weather is frequently three or four times in a watch. Theſe are the common rules, but on board of ſhips navigating in high latitudes, either for diſcovery or to fiſh for whales, &c. they make three watches, to prevent too great an expoſure of the men to the intenſe cold, and avoid the bad effects of it, as they approach either of the poles, and in that caſe they term them the ſtarboard, larboard, and middle watch. When an anchor-watch is kept, it generally conſiſts of only a Petty-Officer and a few men to keep a look out, and in blowing weather to ſtand by the

ſheat-

ſheat-anchor to cut it away if neceſſary. The Officers correct their time-keepers by the ſun when he is in the meridian, and we then ring the bell and turn the four-hour aud half-hour glaſſes and hang them both up, and when the ſmall one is out, we ſtrike one on the bell; when it is out again, two; and ſo on to ſeven; and when the large one is out, we ring the bell, call and relieve the watch; but at 4 in the afternoon, only the little glaſs is turned, and that not for the laſt half hour; ſo when it is 8 o'clock by the pocket watches, the bell is rung and both glaſſes turned for the firſt watch.

As it may probably happen that this narration may fall into the hands of ſome young men whoſe genius and inclination may lead them to think of ploughing the fluid element and exploring the different parts of the globe; for their information I ſhall juſt mention ſome of the rules of entering on ſuch ſervice; and firſt, if a poor boy be ſo inclined, either he, for himſelf, or his friends or relations for him, muſt bind him apprentice to an owner or maſter of a ſhip or veſſel for ſuch a time and on ſuch other conditions as parties can agree. Indeed ſome Captains belonging to the ports of London, Briſtol, and Liverpool, will often take ſprightly lads on monthly pay at their firſt going to ſea, and if ſuch prove diligent and obliging, they often get to be good ſeamen; nevertheleſs thoſe who ſerve an apprenticeſhip

ticeſhip are in general moſt eſteemed; and ſome lads who have good parts, and are willing to learn navigation, are frequently put in by their maſters as Second Mates, Boatſwains, &c. a year or two before they are out of their times, particularly ſo in veſſels employed in the coal-trade. But young gentlemen who have learned the theoretical part of navigation in a good ſchool, and have opulent parents who wiſh them to be taken into better births or poſts of preferment, without ſubmitting to an apprenticeſhip, or the drudgery of a boy ſerving before the maſt, if ſuch wiſh to be in the ſervice of the honourable united Eaſt India company, their initiation into that employ is in the capacity of a guinea-pig, as they term it. Their parents or guardians give a premium with them to the owners or the ſhip's huſband, (for the company have no ſhips of their own except their men of war and grabbs, with a few packets) and if ſuch premium ſo given be about 50 guineas, the boy is put to meſs in the ſteerage with the third, fourth, and inferior Mates; and ſuch youths are ſometimes put to aſſiſt them and the Midſhipmen in their reſpective duties; but where a premium of 100 guineas or more is given, the young gentleman meſſes in the coach or great cabin with the Captain, Super-cargo, Chief and Second Mates, and Purſer: Such are treated entirely as gentlemen; and ſo acquiring the art of ſeamanſhip, together with the practical part of navigation, are

are often made Mates of the lower order; from thence they may riſe either by their own merit or the intereſt of friends to be fifth, fourth, third, ſecond, or Chief Mates, and from thence to be Captains, whoſe pay is 30l. per month, and that of a Chief Mate 20l. But in the royal navy they muſt firſt go as Midſhipmen, in which ſtation they ſerve about three years, and then are ſometimes made Maſters' Mates, and from thence riſe to be Maſters or Lieutenants, though frequently they act as Cadets or Acting Lieutenants for a while, and then are moſtly Supernumeraries on board large ſhips, and called ſeventh or eighth Lieutenants, yet the ſhip has but ſix allowed: From ſuch a ſtation they may riſe to be Maſter Commander, Poſt Captain, Captain, Commodore, Rear Admiral, Vice Admiral, and then Admiral of any of the ſeveral diviſions of blue, white, or red, and at laſt come to be Admiral of England or Commander in Chief of his Majeſty's naval forces; but when this exalted ſtation is aimed at, alas, how many ſail round cape diſappointment!!!

I would juſt obſerve, that his Majeſty's ſervice is, in many reſpects, preferable to any other; firſt, as when a ſhip in the merchants' ſervice is caſt away, the men and officers loſe their pay, except they can ſave as much of the cargo as will pay them; and if ſhe is taken by an enemy, their property, pay, and

liberty

liberty are loſt together, until they recover the latter: But if a king's ſhip is loſt, the men may thereby loſe their little property on board her, yet their pay goes on if they do not abſent themſelves from the ſervice; and if a ſhip of war be taken, the pay is continued all the time they remain priſoners of war in an enemy's country, and they are better provided for in caſes of debility by misfortune or old age. And ſecondly, the proviſion is better in kind and more plentiful, for in many foreign traders the allowance is very ſmall, and even in thoſe employed for the Eaſt India company, the allowance is only 5lb. of bread a week, and on Tueſdays and Saturdays a 7lb. piece of beef for 5 men, (that being the number of every meſs) and a 5lb. piece of pork with each a pint of peaſe or calavanches for ſoup on Sundays and Thurſdays; and on each of the three banian days a portion of ſtock fiſh with a proportionate quantity of oil, vinegar, and muſtard, to qualify it; and as to beverage, when their beer is expended they go on an allowance of two quarts of water per day, with a pint of punch on Sundays, and every day a dram while they are paſſing through the Ethiopic ſea and Indian ocean; alſo a quantity of boiled wheat or congee for breakfaſt for about three weeks while they are going round the cape. I have been thus particular that each may know what treatment to expect in whatever ſervice he means to engage himſelf;

himself; and would further notice, that if a lad is bound apprentice to the sea and either enters himself or be pressed into his Majesty's sea-service, there is a law which entitles the Master or his heirs, administrators, or assigns, to the wages of such apprentice, for all the time he had to serve such his Master at the time of his entry on board any of his Majesty's ships, to the expiration of his indenture, unless such apprentice was 18 years old when bound by such indenture of apprenticeship. For example—when I was paid the Blandford's wages on board the Vengeance in May, 1659, my master having searched the books at the admiralty office to know what ship I belonged to, had, previous to the time of payment, sent my indenture down to Commissioner Rogers at Plymouth, who, on calling me into the cabin, said, are not you 'prentice to Charles Wood? I said, Sir, I was 'prentice to him. He replied, here is your indenture, your master must have your wages. I expostulated with him, but to no purpose, thinking it very hard for him to have the money I had wrought and fought for, venturing life and limbs, as he could not protect me in his service; in particular, I insisted he had no right to it, as I was 18 years old when bound, and consequently entitled to my own pay, by virtue of an abstract of the act of parliament then hanging up under the half-deck of the ship, which abstract every ship in the navy has in her possession. He said that act was enacted since

ſince your indenture was drawn, and ſo cannot reach your caſe; therefore I was forced to take 19l. 1s. in lieu of 45l. 13s. 6d. which was due to me. Confidence and ignorance betrayed me into this, for I thought my maſter a gentleman of too much honour to do ſo mean an action, otherwiſe I ſhould have uſed ſome precaution to prevent it; and Captain Nightingale ſaid if he had been acquainted with it beforehand, he would have ſet me and Luke Harris (another apprentice) down, run, by which our pay would have been forfeited to the uſe of the cheſt at Chatham; and on the returning of our reſpective indentures to the places whence they came, he would have taken off the R from the ſhip's book and ſent us aſhore to receive our money at the recall-office. So I cloſe this part of my performance.

HAVING

HAVING closed the first part of my undertaking, I must now proceed to lay before my readers a brief description of those places I have had the opportunity of visiting in the course of my voyages; but in order to be more clearly understood by such of them as have neither travelled nor had the benefit of a liberal education, it may be necessary to lay before them a plain and easy Introduction to GEOGRAPHY, *or a short compendium of that useful science.*

I know from my own experience that young people often form very weak ideas about the magnitude and motion of the earth, conceiving it impossible for such a vast body to go round the sun, and as impossible for any one to go round it. I confess I was at a loss to conceive how any person could circumnavigate the globe, as I then imagined it to be a flat surface, and that they must be impeded by land or fields of ice, which would render a voyage round the world utterly impracticable; and was, from that ignorance, almost ready to ridicule those who talked about it, although performed by gentlemen of such well-known high characters as Sir Francis Drake, Lord Anson, &c.

Introduction to GEOGRAPHY.

I SHALL begin with a brief description of the solar or copernican system, which is as follows; the sun, which is an immense body of fire, is the centre of, and gives light and heat to all and each of the seven opaque or dark bodies called planets, which revolve round him in their several orbits,

each

each of which are in the form of an ellipſis, though of very different extent. Mercury, being the ſmalleſt and innermoſt of all the primary planets, makes his revolution round his centre in 2 months and 28 days. Venus is ſomewhat higher in the ſyſtem, and perperforms her revolution round the ſun in 7 months and 15 days, and is alternately our morning and evening ſtar: Theſe two are called inferior planets, becauſe they are of leſs magnitude and their orbs of leſs compaſs than the earth's. Terreſtria or the earth is next venus, and deſcribes her ellipſis in 1 year, (of which I ſhall treat more at large hereafter) but ſhe being at a much greater diſtance from the ſun, cannot receive either light or heat in a degree proportionate to the former, and conſequently her motion muſt be ſlower: She is conſtantly attended by the moon, as a ſecondary planet, which receives its light and heat from the ſun, and reflects it upon the earth, and this in ſome meaſure compenſates for the ſun's abſence during the winter ſeaſons in the north and ſouth parts of the world or globe. The other four planets are called ſuperior, from their greater magnitude and the extent of their orbs, as each of them include that of the earth. Mars is next to the earth, though much higher in the ſolar ſyſtem, and takes a larger circuit, revolving round the ſun in 1 year, 10 months, and 22 days; and from his fiery aſpect, has been called the god of war. Jupiter, which is the largeſt of all the

planets,

planets, performs his revolution round the ſun in about 11 years, 10 months, and 27 days: There are four ſatellites or moons moving round him, which, as ſecondary planets, receive their light and heat from the ſource, and reflect it on their primary planet, as our moon does upon this earth. Obſerve a jupiternian year is almoſt twelve of our years. Jupiter is alſo ſometimes a morning and evening ſtar. Saturn revolves round the ſun in about 29½ years: He has five moons which revolve round him in different periods of time, and is ſurrounded with a prodigious ring, which ſome ſuppoſe to be an atmoſphere; and it is natural to imagine that each of theſe bodies have an atmoſphere, and are habitable ſyſtems or worlds, as they are found ſubject to the ſame laws of nature as this in which we live; but if ſo, the inhabitants muſt have conſtitutions very different from ours; thoſe of the innermoſt planets muſt endure perpetual and intenſe heat, while thoſe of the outermoſt experience the extremity of cold. Georgium ſidus is the remoteſt of all the planets, and is attended with two ſatellites or moons, the firſt or neareſt of which performs a ſynodical revolution in about 8 days and 16 hours, and the ſecond (which is about as far again diſtant from its primary planet) in about 13 days and 12 hours. The moon performs her courſe round the earth in about 29½ days, and turns round her own axis in nearly the ſame period: From the firſt of

theſe

theſe lunar motions we have the viciſſitude of new and full moon, for when ſhe is between us and the ſun, the dark ſide of her is next the earth, ſo that ſhe becomes inviſible; and if in a right line with him, ſhe eclipſes his light from us even in the day-time; but when ſhe is above or beyond the earth, ſhe ſhews her full face to us, which is called the full moon; and when the earth comes immediately between theſe luminaries, ſhe eclipſes the reflecting light of the moon from us, and the real light of the ſun from the lunarians, to whom the earth bears ſome relation ſimilar to what the moon does to us, only with this difference, that as the moon goes round the earth, ſhe is variouſly ſeen from every part of it in each of her viciſſitudes; but the earth not going round the moon, though the full earth and new earth appear at the periods oppoſite to our full moon and new moon, but few of the lunarians can ſee them without travelling a great way for that purpoſe; and her diurnal motion being only at the rate of one revolution in 29½ days, render it impoſſible to ſee the earth from every part of her ſurface at once, or from any part of it more than once during that period. She is once a year carried round the ſun along with the earth. Many of the fixed ſtars are ſuppoſed to be of the ſame matter with our ſun, and created for the ſame end or purpoſe, each of them the centre of its own proper ſyſtem having planets revolving round it as our ſun has.

has. Mr. Fiſher ſays, we have very narrow views of the divine wiſdom if we ſuppoſe the ſtars were made for no other end than to give us a little dim light, for we receive more from the moon than from them all put together. Comets are a ſort of planets that move in very eccentric orbits, moving almoſt directly towards or from the ſun; ſo that in their neareſt approach, the heat muſt be inſupportable; and that heat exhaling a great deal of vapour in their atmoſpheres, through which the ſun's piercing rays are immediately directed, cauſes the appearance of a long ſtreaming tail, having the reſemblance of fire or ſmoke; and while they are in their perihelion or neareſt approach to the ſun, they move more rapidly, and their ſtay is ſhorter, on account of that rapidity; but when they recede far from him, their motion becomes ſlower in proportion to their diſtances, and are conſequently longer before they return: In this poſition they muſt experience a degree of cold beyond conception: Some have even been bold enough to ſay that h—ll is contained in them, from their expoſure to ſuch great extremes of heat and cold.

Having thus given a very ſhort view of the ſyſtem of the univerſe, I ſhall now proceed to give a more accurate and particular deſcription of this earth or planet on which we live; its dimenſions, various motions and connexions with other of the heavenly

bodies and various parts of the univerſe. It is a compoſition of land and water of an almoſt ſpherical form, or rather an oblate figure, and called the terraqueous globe from that very compoſition and form, although it be not a perfect ſphere but rather flattiſh toward the poles, and reſembles the ſhape of an orange. Before I proceed, it may be neceſſary to take notice, that the vaſt expanſe which appears as a ſpacious concave or canopy whelmed over our heads, is only free ſpace, in which all the heavenly bodies move by direction of him who firſt brought them into exiſtence; and that beautiful azure under which clouds move, and in which the ſun, moon, and ſtars are ſeen to appear, is no more than a boundary of our ſight; for go where you may it has the ſame form and appearance, with only the variation of poſition, diſtant or nearer views of ſome of the different bodies which, as before obſerved, move in free and immenſe ſpace, yet in ſuch exact and regular order, that they never interfere or claſh with each other, which might be prejudicial or even ruinous to ſome of them; as ſuppoſe jupiter to ſtrike againſt our earth, he would daſh it to atoms. In order to aſcertain the poſition of places, geographers have found it neceſſary to imagine certain circles drawn upon the ſurface of the earth, to which they have given the names of equator, meridian, horizon, parallels of latitude, &c. The equator is a great circle of the globe, which running from eaſt

to weſt, divides it into two almoſt equal parts, called the northern and ſouthern hemiſpheres; parallel to the equator, are two other ſuppoſed circles called the tropics; the one north, which is called the tropic of cancer, and the other ſouth, which is denominated the tropic of capricorn; each of theſe are 23 degrees, 29 minutes or miles diſtant from the plane of the equator; and parallel to theſe are two other circles, at the diſtance of 43 deg. 02 min. from the tropics, and each 23 deg. 29 min. from the poles; theſe are called the polar circles; the northermoſt the artic polar circle, and the ſouthermoſt the antartic polar circle: The poles themſelves are the two extreme points of the ſphere, each of which are 90 deg. 00 min. from the equator, and 180 deg. 00 min. from each other; the artic or north pole is found by the pointers, ſeven ſtars ſo called, or vulgarly the wain; and the antartic or ſouth pole is found by the croſiers, a ſmall conſtellation of five ſtars, which do not appear till you come into latitude 17 deg. 00 min. north; and when you have run into about 17 deg. 00 min. of ſouth latitude, you will run down or loſe ſight of the pointers; and thus by varying your poſition, you alſo vary the appearance of the aſterial heavens, in reſpect to the direction and magnitude of the ſeveral bodies, but no more. The horizon is a tranſverſe line or circle which gives bounds to our ſight, and ſeems to divide between land and ſky; or at ſea,

between

between water and ſky; and the point immediately over head is called the zenith, and that directly under us the nadir, each of which are 90 deg. 00 min. from the horizon, one above and the other below. The meridian or mid-day circle is the ſun's place at noon, and meridians are proper to every place on the face of the globe; they are circles croſſing the equator at right angles, and dividing the earth into two equal parts, one eaſt and the other weſt, and are ſo called becauſe when the ſun comes to the meridian of any place, it is then noon or mid-day there, but inſtantly changes and becomes noon on a more weſterly meridian: And as each of theſe meridional lines are drawn through the zenith, nadir, and each of the poles, if you purſue it through either of them till you come to a latitude in the other hemiſphere entirely in oppoſition to your own, that place is called the antipodes to that where you are, becauſe there the ſeaſons, &c. are oppoſite: It is as though you drew a line through the centre of the ſphere, ſo that there mid-day will be midnight here, midſummer there midwinter here, and the longeſt day there the ſhorteſt day here: The antipodes to the city of London is part of the pacific ocean, in latitude 51 deg. 32 min. ſouth, and longitude 180 deg. 00 min. either eaſt or weſt, where the ſun bears due north at noon, whereas he bears due ſouth at London twelve hours before or after, ſo that conſequently the ſhadow muſt fall

quite

quite the contrary way; and the length of night there is always in proportion to the length of day here. The earth is endued with a wonderful principle of gravitation, whereby all its parts are ſtrictly united or cauſed to adhere together, and all bodies that are looſe upon it cloſely preſs to its ſurface, tending directly to its centre: Hence it is that ſhips are able to ſail with the ſame facility every where, if void of impediments, quite round the terraqueous globe; and that, with reſpect to ſenſe, there is no ſuch thing as upper and lower parts of the earth; for let the inhabitant be in what place ſoever he may, he will there gravitate toward the centre of the earth, and imagine himſelf to be on the higheſt point of the ſurface, from whence he will obſerve the heavens like a ſpacious canopy over his head, and his antipodes he will imagine to be directly under the earth, as they who are his antipodes or at the oppoſite part of the ſphere will alſo, for the like reaſon, imagine exactly the ſame of his ſituation. Some ſuppoſe, that according to this law of gravity, if the earth were at reſt and not acted upon by any other power, and its parts looſe, or its ſurface covered all over with a deep fluid, it would naturally form itſelf into a ſphere or globe; but admitting that the earth revolves round her own axis rapidly and continually, the gravity towards the centre will be diſturbed by it, and all the parts endeavour to fly off from the axis of motion, and

this

his inclination muſt be the greateſt to that part of the ſurface which is at the greateſt diſtance from the axis, and conſequently the gravity towards the centre is there the leaſt; whence it muſt follow, that thoſe parts which gravitate the leaſt muſt yield or give way to thoſe that have a greater gravitation, to reſtore an equilibrium; and of courſe here will be formed a ſpheroid, whoſe greateſt diameter will be perpendicular to the axis of the motion, (commonly called the axis of the earth) and the ſhorteſt diameter will be the axis itſelf. The greateſt diameter, which is under the equinoctial, is computed to be to the leſſer diameter, which is under the poles or the earth's axis, as 289 to 288, and ſo conſequently the ſpace upon the earth's ſurface anſwering to a degree of a great circle, where it is the greateſt, is to the ſpace anſwering to a degree of a circle, where it is leaſt, in ſo near a proportion, that in all aſtronomical and geographical caſes, it may be conſidered as nothing, and the figure of the earth may be eſteemed truly ſpherical, though the ſmall difference may ſenſibly affect ſome things belonging to mechaniciſm. Add to this gravitation the compreſſion of atmoſpheric air, for the earth is environed quite round her ſurface with an atmoſphere or body of air, which preſſes every thing to it, and alſo exhilarates the life and motion of every aerial being, or ſuch as cannot live without air. It likewiſe attracts water from the ſea and exhalations from the ground,

which

which form and fill the clouds, and the fluid there rarified, again deſcends in drops of rain whenever it becomes heavier than air, unleſs it congeals in its deſcent, and then it is hail or ſnow. When this atmoſpheric air is light, it not only ſuffers rain, &c. to fall, but ſo ſenſibly affects our bodies, that we feel heavy, faint, and inactive; for the heavier it preſſes on us, the more lightſome and active we feel. Some philoſophers have ſuppoſed that about 6oolbs weight of heterogeneous air lies on the body of every common ſized perſon. Climates are certain ſpaces in which the day is increaſed or lengthened half an hour; they are thirty in number in either hemiſphere, and are much wider near the equator than they are when you approach near the polar circles, which is occaſioned by the declivity of the earth's ſurface, and the oblique direction of the ſun's beams or rays, which determine each of theſe diviſions in a direction parallel to the plane of the equator in right lines.—The afore mentioned two cauſes vary the length of the artificial day from twelve hours on the equinoctial to ſix months at each of the poles, and give to each of the different parts of the globe an equal degree of light in the courſe of the year, though not an equal degree of heat. Latitude or breadth is taken from the equator, and known by certain diviſions called degrees and minutes or miles; a degree is 69½ engliſh miles, but for the ſake of readineſs in reckoning, eſpecially

keeping a journal at ſea, the geographical mile is made uſe of, which contains 2038 yards and two-thirds, 60 of which make a degree, or 122320 yards equal to 69½ engliſh miles. Theſe lines always running parallel to the equator, determine the ſituation of any place lying north or ſouth of it, and are of infinite uſe in keeping a reckoning at ſea, to determine the northing and ſouthing the ſhip gains every day while at ſea, which is found by uſe of the quadrant, when the ſun can be ſeen at 12 o'clock, or when he is on the meridian, though an obſervation may be taken by other inſtruments and at other times, but not with ſo much accuracy: It is meaſured by an arch of the meridian intercepted between any place and the equator, and therefore can never exceed 90 deg. 00 min. north or ſouth; which denominations are derived from the ſituation of the place being either north or ſouth of the equator; therefore all places that lie on the ſame ſide of it, and at equal diſtance, are ſaid to be under the ſame parallel of latitude; thus, the Cape of Good Hope and Botany Bay are on a parallel of latitude within half a degree, the former lying in 34 deg. 30 min. ſouth, and the latter in 34 deg. 00 min. ditto. All parallels of latitude are circles encompaſſing the whole ſphere, every part at equal diſtance from the equator; and difference of latitude is an arch of the meridian contained between two of thoſe parallels, ſhewing how far one place is to the northward

or

or ſouthward of another.—The greateſt difference of latitude cannot exceed 180 deg. 00 min. Some have called the obſcure and enlightened parts of the globe the upper and lower hemiſpheres, and the equal parts contained between any chief meridian and its antipodes they have called the eaſtern and weſtern hemiſpheres; which definitions, though proper enough, are but ſeldom uſed to any neceſſary purpoſe. Longitude or length is eaſting or weſting, which is taken from or begun at ſome chief meridian, which thence is called the firſt meridian, and was formerly taken from that of Tenceriffe; but it has of late years been the practice of navigators, to begin their longitude from the metropolis of the country or empire to which they reſpectively belong. The Dutch begin theirs at the meridian of Amſterdam; the French, from Paris; the Spaniards, from Madrid, or elſe Cape Finiſtere; the Portugueſe, from the rock of Liſbon, &c. and we, inſtead of the Lizard, now take it either from London or Greenwich. A degree of longitude on the equator is equal to a degree of latitude, 60 geographic miles, but diminiſhes as you recede from it, at firſt very gradually till you begin to raiſe your latitude to about 30 deg. 00 min. and then more rapidly till it terminates in nothing at the pole, where all the meridians coincide. This gradation in the length of a degree of longitude the judicious navigator muſt carefully allow for, in the proportionate length of his miles

of

of longitude, as it is always neceſſary to account 60 miles to a degree, for the ſake of readineſs and exactneſs in keeping a reckoning. The difference of longitude between the above places is 133 deg. 48 min. Some may think that ſpeaking of the length of a globular figure is a kind of ambiguity; I allow it; but it is uſed in contradiſtinction to latitude, as no fitter word is known for that purpoſe. The longitude of any place on the earth is expreſſed by an arch of the equator, ſhewing the eaſt or weſt diſtance of the meridian of that place from ſome fixed meridian where longitude is reckoned to begin: And difference of longitude is an arch of the equator intercepted between the meridians of two places, ſhewing how far one of them is to the eaſtward or weſtward of the other. As longitude begins at ſome place or grand meridian, and is counted from thence both eaſtward and weſtward till it meets at the ſame meridian on the oppoſite point, therefore the difference of longitude can never exceed 180 deg. 00 min. or a ſemicircle of the globe; though a navigator, proceeding either eaſt or weſt round it, may continue his account by eaſt or weſt longitude, till he arrives at the port ſailed from, when he will have accumulated 360 deg. 00 min. of eaſt or weſt longitude without any falſe reckoning or impropriety. When a ſhip is on the equator, both the poles appear in the horizon; and in proportion as ſhe ſails towards either,

or

or increaſes her latitude, that pole is ſeen proportionably above the horizon, and the other diſappears as much; but when a ſhip is ſailing towards the line, or decreaſes her latitude, ſhe depreſſes the elevated pole ſo as to bring it nearer the horizon; ſo that the latitude of a place may be found by the elevation of the pole above the horizon of that place, it being equal thereto: And was it poſſible for a ſhip to be at either of the poles, the equator would then be her true horizon; which circle, as it becomes proper to any and every part of the globe, is fitly repreſented by the mariner's compaſs, which is divided into 32 rhumbs or points, each 11 deg. 15 min. The tropics and polar circles divide the world into five zones, three of which have in ſome ages been thought uninhabitable, from their intemperance in the degrees of heat and cold—as much might be thought of mercury and jupiter. Theſe diviſions called zones are diſtinguiſhed by the names of torrid or hot, temperate, and frigid or frozen zones. The torrid zone is contained between the two tropics, and is 46 deg. 58 min. in breadth; this is by far the largeſt, and at the two extremes of it the ſun is vertical or over-head once a year, and in all other parts of it, twice; ſo that his direct or perpendicular beams dart ſtraight down on an erect object at noon, ſo as to leave it no ſhadow, although in the courſe of the year it falls every way, ſometimes north at noon and ſometimes ſouth; for

as

as the ſun's greateſt declination from the equinoctial reaches to the tropics alternately, he muſt paſs over the heads of thoſe who live within thoſe circles, and cauſe the ſhadow to fall the contrary way at noon; and when he repaſſes them, it falls in an oppoſite direction. In this zone the degrees of heat are never very ſenſibly abated, becauſe there is never ſo much obliquity in the direction of the ſun's rays through the atmoſphere as to make any material or even very perceptible difference, or any great variation in the vegetation of the ground, which will produce at any time of the year if favoured with rains; nor of the trees, which have a perpetual verdure, for ſome or other of them bear fruit at all ſeaſons of the year. The two temperate zones are contained between the tropics and the polar circles, and are each 43 deg. 02 min. in breadth; in theſe zones only we can with propriety ſay there is ſummer and winter, and theſe are very different at or near the extremes, with reſpect to ſeverity and mildneſs; for near their innermoſt or firſt limits, they partake much of the nature of the middle or torrid zone; and where they border on the frigid zone, they are very nearly allied to its extreme cold, eſpecially while the ſun is in the oppoſite tropical ſign, when they have ſcarcely any day; and even in the middle parts of theſe zones there is much difference on the ſame parallels of latitude, occaſioned by the nature of the ſeveral

countries

countries reſpecting the variety of the ſoil and humidity or dryneſs of atmoſphere, as in America, ſome parts of which are full of large freſh water lakes, rivers, and ſwamps, which make it as cold in latitude 40 as in ſome parts of Europe in 50 deg. And throughout the ſouthern hemiſphere, the cold is found to exceed what it is moſtly in the northern on the ſeveral parallels of oppoſite latitudes. In our zone the ſhadow falls north, and in the ſouthern temperate zone it falls ſouth at noon, each veering round from weſt to eaſt, for thoſe who live under the ſame meridians but on oppoſite parallels; they having the ſun at noon in a contrary direction, and their ſeaſons different, ſo that their ſummer is our winter and their winter our ſummer, and their longeſt day is our ſhorteſt day, &c. but their noon and midnight perfectly correſpond with ours, ſo that in this only they differ from thoſe who are antipodes to each other, whoſe mid-days and midnights are oppoſite, and their feet directed againſt the feet of thoſe who ſtand or walk on the other ſide of the ſphere. But on account of the viciſſitudes of heat and cold, the natives and reſidents of theſe zones (by the denſation and rarification of the blood) are ſubjected to a greater variety of acute and chronical diſeaſes than thoſe of the torrid zone, whoſe blood being at a conſtant flow, and many of them living very temperate, are in general more healthy and live to greater ages than thoſe who are

at one ſeaſon of the year ſhivering with cold and at another oppreſſed with heat; and again at intervals between theſe extremes, they are temperate. The frigid zones encompaſs the poles to which they reſpectively belong at the diſtance of 23 deg. 29 min. and beginning at 66 deg. 31 min. from the equator, where the longeſt day is 24 hours, being double to what it is there; for when the ſun has north declination, the farther you recede from the equator northward the longer the day; ſo on the contrary, when he has ſouth declination, the farther you leave the equator to the ſouthward the more you will increaſe the length of the day, whereas at the equator it is never more than 12 hours from ſunriſing to ſunſetting, or what is ſometimes called an artificial day. Thoſe who live in the frigid zones are called Periſians, becauſe their ſhadow falls quite round them in a circular form: Thoſe who inhabit the other two oppoſite temperate zones are called Hetreſians, becauſe their ſeaſons are neither extremely hot nor intenſely cold, and their ſhadows fall contrary ways: And thoſe who dwell in the middle zone are nominated Amphiſians, from the direction of their vortex or ſhadow as before mentioned. The ſphere at the poles being entire fluid, there is a natural propenſity in that element to fly off by the earth's diurnal motion, which diſpoſition is checked by freezing, and made impoſſible by the compreſſion of atmoſpheric air, yet it certainly muſt

cauſe a flatneſs at the poles; and as the equator is their true horizon when the ſun is in either equinox, ſo when the ſun has entered aries and gained ſo much north declination as, if viewed from the artic pole, would ſhew him quite above the horizon, he immediately ſhines through, paſt, and round the ſaid pole, ſo as to make it entire day as far as 5 deg. 55 min. and in proportion as his declination increaſes, ſo his rays reach farther and farther into the other hemiſphere, until they reach the polar circle on the oppoſite meridian, which makes each of theſe zones 46 deg. 58 min. wide or broad; for when the ſun is in cancer, the pole is elevated 23 deg. 29 min. and the tropic becomes the horizon to the artic circle in 180 deg. 00 min. difference of longitude; and if viewed from thence at midnight, the ſun appears in the horizon as if riſing or ſetting. Here the longeſt day is from 1 to 6 months; as from the ſun's entering the 15th degree of gemini to his reaching the 15th degree of cancer, conſtitutes the longeſt day in the 25th climate between 66 deg. 31 min. and 67 deg. 21 min. and from his entering gemini to his entering leo, makes the longeſt day in the 26th climate between 67 deg. 21 min. and 69 deg. 48. min. ſo from his advancing to the 15th degree of taurus to his receding to the 15th of leo, makes the longeſt day in the 27th climate between 69 deg. 48 min. and 73 deg. 37 min. and from his entering taurus to his entering

virgo,

virgo, makes the longeſt day in the 28th climate between 73 deg. 37 min. and 78 deg. 30 min. ſo from his gaining the 15th degree of aries to his reaching the 15th of virgo, makes the longeſt day in the 29th climate between 78 deg. 30 min. and 84 deg. 05 min. ſo likewiſe the time he is in the northern hemiſphere conſtitutes the longeſt day in the 30th or extreme climate, which is 6 months; the next, 5 months; next to that, 4 months; next to that, 3 months; next to that, 2 months; and the other, 1 month. The ſhadow here falls every way in 24 hours, as it is varied quite round in that time; it falls due north at noon and due ſouth at midnight, the ſun being then on the oppoſite meridian and ſhining through the pole; but it does not fall due weſt at 6 in the morning, nor due eaſt at 6 in the evening, but inclines northerly in proportion to the ſun's zenith diſtance: Obſerve the length of it varies much. Again, when the ſun has entered libra and gained ſouth declination enough to raiſe his lower diſk above the horizon when viewed from the antartic pole, his rays then reach through it as far as 5 deg. 55 min. which they continue to illuminate for 6 months, till he recedes back to the firſt degree of aries; this makes the longeſt day in the 30th climate; and from his entering the 15th degree of libra, to his receding back to the 15th of piſces, makes the longeſt day in the 29th climate; from his entering into ſcorpio to his entering into

piſces,

piſces, makes the longeſt day in the 28th climate; from his gaining 15 deg. 00 min. in ſcorpio to his receding back 15 deg. 00 min. in aquarius, makes the longeſt day in the 27th climate; from his entering ſagittarius to his returning to enter aquarius, makes the longeſt day in the 26th climate; from his advancing 15 deg. 00 min. in ſagittarius to his receding 15 deg. 00 min. in capricornus, makes the longeſt day in the 25th climate; the length of each day correſponding with thoſe of the northern hemiſphere. The mid-day at the ſouth pole is when the ſun enters into capricorn, and midnight when he enters into cancer. Here the ſhadow falls in every direction in 24 hours, but contrary to the directions in which it falls in the northern zone; for as there it falls due north at noon and veers round eaſterly till it falls due north at 12 o'clock at night, ſo here it falls due ſouth at noon and veers round eaſterly till it comes to fall due north at midnight, the ſun being then on the oppoſite meridian and ſhining through the pole as before obſerved. In thoſe climates where they have a day of 1, 2, 3, 4, 5, or 6 months long, they have an equal degree of night including their twilight, and at the other ſeaſons of the year they have the viciſſitudes of day and night, ſunriſe and ſunſet, &c. though then their night is chiefly twilight if not altogether ſo, as the light reaches farther round in proportion as the circumference becomes leſs, until it enlightens the

whole

whole circuit, whereas the aurora is of very ſhort duration in low latitudes. The miſerable inhabitants of theſe inhoſpitable zones, as they experience a total abſence of the ſun, and never ſee him have any great altitude, ſo they hardly ever feel any comfortable degree of natural heat; and were not their conſtitutions robuſt and hardy, and ſo adapted by nature to thoſe climates, they could not live in them, as is evident from the experiments that have been made by the Dutch and Ruſſians who attempted to winter in Greenland, and periſhed in that attempt. The country is always covered with ice and ſnow. The equinoctial line of the celeſtial ſphere is a circle which correſponds with the equator of the terreſtrial globe, and from thence they are confounded ſometimes when ſpoken of indefinitely, as if they meant one and the ſame thing. The ecliptic is the ellipſis in which the earth moves round the ſun, which cutting the equinoctial in right angles at the two points called nodes or equinoxes, about the 21ſt of March and 22d of September, (when there is equal day and night in every part of the globe) by varying the direction of the ſun's perpendicular rays as ſhe paſſes under the twelve ſigns of the zodiac variouſly and indifferently, brings every part of the torrid zone directly under them: And this annual motion of the earth is the cauſe of the various ſeaſons of ſpring, ſummer, autumn, and winter, which are not the effect of her nearer approach

proach to or farther receding from the ſun, but from her varying her poſition in the ecliptic, ſo called from the afore mentioned cutting of the line at the nodes; for in reality the earth is nearer to the ſun in either ſummer or winter, than when ſhe is in either the vernal or autumnal equinox, her orbit being an ellipſis, which is alſo the reaſon why the ſun's declination is every day greater when he is on or near the line, than when he is either in cancer or capricorn, although the earth's motion be equally rapid, her courſe being then more directly north or ſouth; and hence the length of the day is increaſed faſter in March than in June. I ſhall illuſtrate this by a compariſon—Suppoſe a ſhip ſails at any certain rate, having taken her departure from a place on the equator, and ſteers N. N. W. ſeveral days; then varies her courſe to N. W. by N. then again to N. W. and next to N. W. by W. it is certain her northing, by the firſt of theſe courſes, will be greater than by the ſecond; and by her third courſe, only equal to her weſting; and by the laſt mentioned courſe, her northing will be to her weſting only as 3 to 5 as ſhe comes more into a right line; yet it is preſumed ſhe has run in theſe ſeveral directions with an equal degree of velocity, which muſt be true reſpecting the annual motion of the earth round the ſun, which is at the rate of 58000 miles an hour, and performed in 365 days, 5 hours, 48 minutes, and 55 ſeconds, or what we call a year, or one re-

volution

volution of the earth round the ſun, as her proper centre. The zodiac is a part of the ethereal heavens contained between two parallels of the celeſtial ſphere, which are correſpondent to thoſe on the terreſtrial, which we call the tropics, in which ſpace is contained the twelve conſtellations, known by the character of the ſigns of the zodiac, the names of which are aries, taurus, gemini, cancer, leo, virgo, libra, ſcorpio, ſagittarius, capricornus, aquarius, and piſces. As the ſun enters one of theſe ſigns, the earth always enters into its oppoſite, and paſſes through it in an equal period of time. The axis is a ſuppoſed or imaginary line drawn through the centre of the earth from pole to pole, which are each others' antipodes, and is called the axis from the ſimile of a wheel turning on an axle-tree, thereby to repreſent the earth's diurnal motion, which is from weſt to eaſt, in the ſpace of 24 hours, which is an aſtronomical or natural day, beginning at noon, which beginning of time is always uſed in keeping a journal at ſea: This motion, though it could not be perceived at the poles, is at the rate of 1042½ engliſh miles, which is equal to 900 nautical or geographical miles, an hour; ſo that by this, the circumference of the ſphere being 25020 engliſh or 21600 nautical miles, it muſt follow, that every 15 degrees eaſting or weſting make an hour of time; ſo if you go 15 degrees eaſtward, you will have it noon there when it is only 11 o'clock on the meridian

dian you have left; and if you proceed 15 degrees weſtward, you will then have it noon when it is 1 o'clock at the place you left; and this will hold as well near the poles, where all the meridians coincide, as on the equator, where 15 degrees are 900 miles: Obſerve 1 degree makes 4 minutes; 15 miles, 1 minute; and 1 mile, 4 ſeconds; ſo that the difference of longitude between two places being known, it is eaſy to determine their different times of day. I ſhall endeavour to make this doctrine of the earth's diurnal motion plain to any capacity, by a ſimple compariſon—Suppoſe you run a wire through an apple and place it before the fire; while you hold it ſtill, only one ſide will roaſt or be illuminated; but if you keep turning it round, the whole will be heated and enlightened. This diurnal moving of the ſphere round its own axis from weſt to eaſt is the cauſe of the viciſſitudes of light, twilight, and darkneſs; for when the ſun appears in the eaſtern horizon, we call it ſunriſe, and when he has come to the meridian of the place where we are, it is noon; ſo when he comes to diſappear in the weſtern horizon, we ſay it is ſunſet, and twilight commences and continues until he is 18 degrees below it, when we call it night; and when he is come to the meridian oppoſite to ours, it is midnight; ſo likewiſe when he arrives within 18 deg. of the eaſtern horizon again, the aurora or morning twilight begins: Thus are we whirled quite round

almoſt

almoſt imperceptibly in the courſe of even natural day. I ſhall illuſtrate this aſſertion by an example—Suppoſe two ſhips, one called the Aſia and the other the America, ſail from Plymouth and keep company till they arrive at the iſland of Trinidada on the coaſt of South America, and there ſeparate, and the Aſia to ſail E. by S. till ſhe paſſes Van Dieman's land, or elſe make the Cape of Good Hope, and taking a freſh departure thence, ſteers E. ½ S. till ſhe makes the little iſlands of St. Paul and Amſterdam, in latitude about 39 deg. 20 min. ſouth, and longitude 77 deg. 12 min. eaſt; then haul up N. E. acroſs the trade wind, and paſs through ſome of the ſtraits of Malacca, or thoſe of Sunda and Banca, &c. into the pacific ocean; and as ſoon as ſhe is got clear of all the iſlands, ſhape her courſe towards the antipodes of London: And the America to coaſt along the ſhores of Brazil, Paraguay, Patagonia, and Magellenica, and ſo either paſs through the ſtraits of Magellan or elſe round Cape Horn on the ſouthern extremity of Terra-del-Fuego, into the great pacific ocean likewiſe, (allowing her here to meet with blowing weather and contrary winds ſo as to retard her paſſage and give the other ſhip time) ſo that each purſuing her route, they at length meet in the antipodes, or on ſome other part of the grand meridian, 180 deg. 00 min. eaſt by the Aſia's account, and weſt by that of the America's; when the former will have gained 12 hours, and the latter

will

will have loſt 12 ; ſo that if it was Sunday by the Aſia's reckoning, it would be only Saturday by the America's : Then having ſpoke with each other and enquired about their moſt remarkable occurrences, &c. let each purſue her voyage round the world till they again meet in Plymouth ſound ; the ſhip which has ſailed eaſt about will have gained a day, and the other which ſailed weſt about will have loſt a day ; yet each ſhall have kept a juſt and correct reckoning ; and ſuppoſing them to arrive on the 6th of July at noon, it will, by the Aſia's journal, be the 7th, and by that of the America only the 5th day of the ſame month. This is a certain proof of the earth's motion round her own axis, which has been verified by all the circumnavigators who have at different times ſailed round the globe ; the firſt of which was the Portugueſe Admiral Magellan, then Thomas Cavendiſh, and next Sir Francis Drake ; afterwards Commodore Anſon ; and ſince that, Byron, Cateret, Wallis, Bouganville, Fourneaux, Cook, Clarke, Dixon, Hamilton, &c. &c. ſome of whom have ſailed eaſt and others weſt about. How much eaſier is it for the earth to revolve round her own axis by her own gravity, than for the ſun, whoſe diameter is 763000 miles, to go round her in 24 hours, at the rate of 211840531 miles an hour. With reſpect to the correſpondence of time with the ſeaſons, or the length of time in which the earth performs her

revolution

revolution round the ſun, much labour has been uſed to determine: In the firſt ages of the world, both before and after the deluge, they kept lunar time, and calculated their year from the moon's age; and to make their ſeaſons correſpondent thereto, they added a certain ſpace of time to make up the defect, and thereby correct their ſtyle, which required to be done frequently and by various methods, making every 3d year 13 moons, and every 21ſt and 22d years long-years. The chaldean aſtronomers at length found that the earth revolved round the ſun as her centre, and began to compute by ſolar time, allowing 30 deg. 00 min. to each ſign of the zodiac, and ſo making the year to conſiſt of only 360 days, which was very deficient: This took place, as ſome think, in the patriarchal age. To remedy the defect, the Egyptians, in the reign of Ptolomy, anno mundi, 2270, added 5 days, calling them epagomona or ſuperadded, by which they conſtituted the year of 365 days: This calculation alſo being found defective, the Romans, in the reign of Julius Cæſar, added 6 hours, which became an exceſs of 11 minutes and 5 ſeconds; the year being, by minute attention and ſtrict obſervation, found to be 365 days, 5 hours 48 minutes, and 55 ſeconds. And as by the calculation according to the julian or old ſtyle, the odd 6 hours were reckoned but once in four years, to avoid fractions, and that year accounted to contain 366

days,

days, from whence it was called the biſſextile, (a year of double-ſix, or vulgarly the leap-year) becauſe then remarkable days leapt over a day of the week; but by this allowance we muſt account every leap-year 44 minutes and 20 ſeconds longer than it really is: And the earth having paſſed the node ſo long before the expiration of the time fixed, (as the integral of the year) has proceeded according to the allowed extent of her orbit or track 42851½ miles on her way towards another revolution; ſo that in the year 325, the earth was obſerved to enter the firſt point of libra on the 21ſt of March; but in the year 1582, it was obſerved to enter it on the 11th of March; wherefore Pope Gregory the XIII. cauſed 10 days to be left out in October, accounting the 5th to be the 15th; which regulation was adopted in moſt of the nations of Europe; and at laſt in Great Britain in the year 1752, when, by the authority of the legiſlature, 11 days were left out of the britiſh calendar, and September the 3d was reckoned the 14th. This cauſed much rumour and ſpeculation amongſt illiterate people. To prevent the neceſſity of ſo large a reform in future, the following method is now adopted by all the nations and empires of Europe, viz. to leave out 3 days in the courſe of every 400 years, to take place from the year 1600; ſo that the years 1800 and 1900, which ſhould be leap-years, will be accounted common years, but the year 2000 will be a leap-year; ſo alſo

the years 2100, 2200, and 2300, will be reckoned as common years, but 2400 will be a leap-year. This will keep time, and the ſeaſons nearly, though not exactly correſpondent; for as a day is gained by the fraction of time in 129 years, 337 days, 18 hours, 43 minutes, and 53 ſeconds, 3 days being left out in 400 years, will leave 10 years, 27 days, 11 hours, 5 minutes, and 2 ſeconds, for which the fraction 11 minutes and 5 ſeconds have not been reckoned, the ſum of which is 1 hour, 53 minutes, and 20 ſeconds; but this will not amount to a day in leſs than 5088 years, 128 days, 21 hours, 49 minutes, and 2 ſeconds; ſo that the true neceſſity of leaving out 2 days together is what may never happen while the world endures. The real parts of the globe are earth and water, generally divided into four parts or quarters, called Europe, Aſia, Africa, and America; each of theſe, and of conſequence the whole ſphere, is divided into continents, iſlands, ſeas, rivers, &c. the terreſtrial part of the ſphere is compoſed of continents, iſlands, peninſulas, iſthmuſes, capes, points, &c. The three continents of Europe, Aſia, and Africa, are large tracts of land not bounded by the ſea ſo as to ſeparate them from any other, or one dominion from another; nay theſe three are connected one with another, for the two former join together, ſo that they might well enough be called one continent divided into empires and ſtates; and Africa is joined to Aſia by the iſthmus of ſeuz,

ſo

ſo that travellers may go from Egypt into Arabia without croſſing the water. America indeed is a ſeparate continent, and from its being ſo far detached from the other continents, as well as its being later found out, has been called the New World; and ſome have even conjectured that it eſcaped the deluge, becauſe Columbus, the firſt european diſcoverer of it, found much of it inhabited, and could not tell how ſuch inhabitants could come there, unleſs they had continued in ſucceſſion from the creation. The principal iſlands are as follows: Great Britain, though but very ſmall in compariſon to ſome, in point of eminence far exceedeth them, and being my native country, I ſhall therefore place her firſt, although New Holland is by far the largeſt iſland in the world. Some other of the chief iſlands are Borneo, Japan, Sumatra, Java, Madagaſcar, Otaheite, California, Formoſa, New Zealand, Terra-del-Fuego, Ceylon, Cuba, Hiſpaniola, Jamaica, Martinico, Gaudalope, Ireland, Sicily, Newfoundland, &c. The principal capes are the Cape of Good Hope, Horn, Florida, Comorin, Finiſterre, North Cape, Naize, &c. which are ſometimes ſpoken of for their eminence, as if there were no others, yet there are many hundreds more of leſs note, ſuch as Cape Cornwall, Cape-de-Verd, Cape Three-points, &c. The aqueous part conſiſts of oceans, ſeas, lakes, bays, gulfs, ſtraits, rivers, races, channels, &c. The oceans are the Atlantic, Pacific,

cific, and Indian; the German ſea too is called an ocean; and ſometimes the South ſea, contained between the meridian of the cape and the eaſtern ſhore of South America, is called the South Atlantic ocean. The principal ſeas are the Mediterranean, Baltic, Greenland, White, and China ſeas; which laſt are a part of the pacific ocean. The chief lakes are Lake Ontaria, Lake Champlain, Lake George, the Lake of Geneva, &c. The bays of moſt eminence are thoſe of Biſcay, Bengal, Honduras, Campeachy, &c. which are extenſive parts of the ſea that are ſurrounded with the ſhore all but on one ſide. The principal gulfs are thoſe of Florida, Mexico, St. Lawrence, Finland, Lyons, Venice, Perſia, and Arabia, with ſeveral others of leſs note, ſuch as the gulf of Adria, &c. I have often heard country people talk much about ſhooting the gulf, and the very abſurd notions they entertained about it; ſome of them ſuppoſing it to be ſome unaccountable ſtrange place or paſſage, the paſſing of which uſhered them into another world, or at leaſt brought them under this; and ſome have conceived, that the ſhip muſt go head foremoſt, or they know not how, down ſome whirlpool or gullyhole, like Harlequin going into a bottle. The ſtraits of moſt note are thoſe of Gibraltar, Magellan, Malacca, Sunda, Banca, and Davis'. The principal rivers in point of eminence and magnitude are the Thames, Humber, Elbe, Rhine, Weever, Scheld, Volga, Seine, Tigris,

Tigris, Ganges, Indus, Nile, Niger, Bolcharica, Rio-de-la-Plata, Rio-Grande, Ohio, Miſſiſſippi, St. Lawrence, Amazon, Cook's River, &c. An iſland is a part of the earth which is entirely ſurrounded by the ſea ſo as to cut it off from any other land, ſuch as Great Britain or her ſiſter kingdom. A peninſula differs from an iſland by being joined to a continent or other land by a narrow neck, which is called an iſthmus, as North and South America are joined together by the iſthmus of Darien between Porto-Bello and Panama. A promontory is a very high part of land which ſtretches out into the ſea, the extremity of which we call a cape, headland, or cliff. A mountain is a very high hill in an interior part of the country overtopping the other parts, and that may be ſeen firſt at a diſtance, like the highland of St. Martha in South America. A point is a part of low land projecting into the ſea. The earth being environed with water, whoſe various waſhings ſurround the dry land, cut and ſhape a variety of bays, creeks, and inlets, and extending itſelf round them all, is properly but one ocean, which yet is known by ſeveral denominations as if it were many. The northern ocean is contained between the N. W. ſhores of Aſia and the N. E. parts of America, lying north of Great Britain, Norway, Lapland, Finland, and Ruſſia, including the white ſea. The atlantic is contained between Europe and North America, eaſt and weſt, having

Africa

Africa on the ſouth, and is often called the weſtern ocean; the other part of it, as before obſerved, is contained between the ſouth coaſt of Africa and the ſouth pole and weſt of the Cape of Good Hope. The Indian ocean extends from the meridian of the cape to the Sonda iſlands and the weſt end of New Holland. And the pacific ocean is comprehended between the eaſtern ſhores of the afore mentioned iſlands and that of the continent of Aſia and the weſtern ſhores of South and North America, and is divided at the equator into the ſouth and north pacific or peaceful ocean, as its atmoſpheres have not ſo frequently reſounded the echos of naval thunder as the european ſeas. What is called a ſea is a part of the vaſt ocean that is chiefly encompaſſed with land, except at a narrow entrance, as the mediterranean, which is bounded on the north by Spain, part of France, Genoa, Leghorn, Italy, the kingdom of Naples, and part of Turkey; on the eaſt by Turkey and ſome part of Arabia, and on the ſouth by Egypt, Tunis, part of Morocco, and Algiers; and the baltic, which is included between the ſhores of Sweden, Finland, Ruſſia, Poland, Pruſſia, and Denmark. The black and caſpian ſeas are each little more than freſh water lakes. A lake is a very extenſive quantity of freſh water contained in an interior cavity of the earth that receives and retains it, or diſcharges it into ſome river or rivers which convey what it is ſurcharged with into the ocean.

ocean. The lake Zaire in Africa, and the lakes Parana, Nicaragua, and Ontario in America, are very extenſive; the latter of which is 100 leagues in length and 80 in breadth, diſcharging its extraneous waters into the great rivers Miſſiſſippi and St. Lawrence, through different outlets. A gulf is either a deep bay, as the gulfs of Mexico and Finland, or the wide entrance into a river, as thoſe of St. Lawrence and La-Plata; the former of which is 25 leagues, and the latter 100 miles broad at the entrance; or an inlet of the ſea, ſuch as the gulfs of Perſia and Arabia; the latter of which is often called the red ſea, from the colour of the ſand at the bottom, which when violently agitated, gives the water an apparent tinge; or elſe a ſtrait with a very rapid ſtream running between two headlands, as the gulf of Florida, where it runs ſo impetuouſly, that veſſels falling into it in a calm, have been drove as far as the banks of Newfoundland before they could get clear of it; and on the contrary, when the wind blows ſtrong from the northward, by which it is made a windward current, it is frequently ſo rough that it is ſufficient to daſh an old crazy veſſel to pieces. We ſay a veſſel is ingulfed when ſhe has got into an intricate ſituation amongſt rocks, &c. A ſtrait is a narrow paſſage into a ſea that is land-locked, or a communication between one part of the ocean and another, as the ſtraits of Gibraltar and that called the Sound, which

is

is the paſſage into the baltic, and lies between Sweden and Denmark: And thoſe of the latter deſcription are ſuch as the ſtrait between the ſouth Foreland and Calais clifts; alſo thoſe that lead through the aſiatic Archipelago into the China ſeas, ſuch as Pitt's ſtraits, and that between Terra-del-Fuego and the ſouthern extremity of South America, known by the name of Magellan. Davis' and Behring's ſtraits indeed are different from any of the former, being only difficult paſſages amongſt ranges of rocks, &c. the former of theſe being ſituated on the eaſtern ſhore of America between 62 and 71 degrees of north latitude, and the latter on the weſtern ſhore waſhed by the pacific ocean on about the middle parallels of thoſe latitudes. A race is a place where two oppoſite tides or ſtrong currents meet and oppoſe each other ſo as to cauſe a violent but ſhort irregular motion, which will ſometimes ſtagnate the way of a ſhip, and fill or overſet a boat. A channel is ſo well known that I need ſay nothing about it more than that it generally means the bed of a river, or a curve wrought by the force of a current between two ſand-banks, &c. ſo as to make it paſſable for ſhips or veſſels; and ſome of the leſſer ſort of channels are called creeks, though that more properly means an inlet of the ſea. The channel, lying between England and France, is ſo eminent and of ſuch great national utility, that it is often diſtinguiſhed by the name of King's channel, becauſe

becauſe the King's ports border on it; hence the fleet appointed for home ſervice is called the channel-fleet. The Iriſh, or St. George's channel, lies between the two ſiſter kingdoms, and that called Briſtol-channel branches out of it. The flux and reflux of the waters, which are called the tides of ebb and flood, are cauſed by the attraction and refraction of the ſun and moon acting regularly and forcibly on the ſurface of the ſea in a manner I ſhall not attempt to define, as it has employed the abilities of Sir Iſaac Newton and other ſcientific gentlemen: I ſhall only obſerve, that the force of the tides are much greater in ſome places than in others; as in ſome rivers the tides are ſo very rapid, that when their force is ſtrengthened by a ſtrong gale of wind blowing in the ſame direction, it becomes neceſſary to ſteer ſhips at their anchor, to keep them ſtem on; for if they fall athwart the ſtream, they muſt either bring their anchors home, or perhaps overſet. In the river thames it would be impoſſible ſometimes to ſtem either ebb or flood, if it was not for the meandering of the river, which is ſo ſerpentine, that there is only one point of the compaſs that the wind can be at, which will carry a ſhip from ſea-reach into the pool without making a board, i. e. putting her about. The river St. Lawrence too has very ſtrong and rapid tides, which run at the rate of 9 or 10 knotts on the flood at ſpring tide, and 11 or 12 on the ebb, when joined by the

fall

fall of the freſh after-rains or melting of ſnow; and at the neaps it is hard to ſtem the tide. The waters of theſe two rivers are the beſt for uſing or carrying to ſea of any I ever met with in the world. It muſt follow, that theſe agitations of the waters in the rivers have their ſources from the ſea waſhing the ſhores where they fall into it; but out at ſea at ſome conſiderable diſtance from the land, a regular flowing of the tide is ſcarce perceptible, and indeed in many places there is none: In the mediterranean there is very little, nor yet in the baltic; ſo that large ſhips built at Peterſburg are conveyed down to Cronſtadt in camels, i. e. vaſes made to ſink under their bottoms, and when pumped dry, they bear them above their proper draught of water; and in the Weſt Indies, the want of tides render it neceſſary to heave ſhips down inſtead of docking them. But where there is little or no tide, there is often a ſtrong current that ſets variouſly in different parts of the ſeas, which great variety has many and different cauſes: They are ſometimes cauſed by the remnant of tides uſhering from between projecting lands that forbid their return; in other places, by the collected force of many ſtreams of freſh water falling into the ſea where there is not tide ſufficient to interrupt their progreſs; and alſo from the winds having blown hard and long from one quarter of the compaſs: All theſe and ſome other cauſes contribute to make the ſetting and ſtrength of currents

rents various, and ſometimes dangerous; from whence it becomes neceſſary to try them often at ſea; in order to which, we hoiſt out a boat, and take in her a compaſs, a log, and an iron pot; and when ſhe is out of the wake of the ſhip, put the pot overboard, (it being properly ſlung for that purpoſe) and the concave of it will hold water ſo as to moor the boat, which tending with her head to the ſtream, will ſhew by the compaſs what way it ſets; and by heaving the log, we find how faſt it runs. The currents are partly cauſed, and their velocity greatly increaſed, by the two trade winds, within the compaſs of their reach on either ſide the equator; for theſe conſtantly blowing a ſtiff gale from the eaſtward, keep continually driving a weight of water to leeward; and where it is not obſtructed by the land projecting out into the ocean, the water collects a force ſufficient to form it into a current, and thus rolling through the Ethiopic ſea down to the coaſt of Amazonia, and along between the Caribbee iſlands and the main land of South America, till it paſſes all the leeward iſlands alſo; and the vaſt confluence of aqueous fluid thus collected, flows down into the bays of Honduras and Campeachy, where being brought up or ſtopped by the land, it takes a turn to the northward into the bay of Mexico, where it is joined by the ſtream falling out of the Miſſiſſippi, and flows along the ſhores of the two Floridas till it falls into the gulf of Florida, which

which runs between the N. W. point of Cuba and Cape Florida on the continent: And the narrowneſs of the bounds between the two lands, in proportion to the width of the ingreſs, is the chief cauſe of the rapidity of the gulf ſtream. As I have mentioned the trade winds, it may be neceſſary for me to ſay a few words concerning winds, which are currents of air variouſly acted upon. Notwithſtanding the attractive power of gravitation to the centre of the earth, the ſun's rays upon the ſurface cauſe vapors or fumes to be riſing continually from it, which muſt partake of the quality of thoſe parts from whence they are evaporated, a collection of which form what is called the atmoſphere, which ſurrounds the earth, and extends ſome miles above it, and is liable to be put in motion from a number of different cauſes; hence it muſt follow, that air is a fine elaſtic fluid, and capable of compreſſion or condenſity by cold, and expanſion or rarification by the contrary: And conſequently, on an alteration in the degrees of heat or cold in any part of the atmoſphere, the air in that part will be varied, and the neighbouring parts will be thereby put in motion through the endeavour which the air, by its elaſticity or bounding diſpoſition, always makes to reſtore itſelf to its former ſtate, or come to an equal balance. Wind certainly is a current or ſtream of air, and generally blows from one part of the horizon towards its oppoſite, yet I have ſeen

two

two ſhips ſtanding one way cloſe hauled, with the contrary tacks on board, which ſhewed 12 points difference in the direction of the wind. Where winds are variable, (as they are in moſt parts) they, by blowing and ſhifting, cauſe great viciſſitudes in the currents, both with reſpect to their ſtrength and directions; but between the latitudes of 5 deg. north and 5 ſouth, there is frequently a dead calm and heavy rains, ſo that ſhips have lain ſeveral days without any way more than what was effected by the currents. Between latitude 5 and 27 or 28 deg. north, the wind always blows from about E. N. E. with little variation, when its courſe is not altered by the land breezes near any ſhore; and from 5 degrees ſouth latitude to 27 or 28, it conſtantly blows from E. S. E. or nearly ſo, unleſs impeded as before mentioned: Thoſe we call the trade winds; the former of which is called the N. E. trade, and the latter the S. E. trade, from the conſtant dependance we have on them in navigating theſe ſeas. The philoſophical reaſons of theſe winds I ſhall leave to the leiſure and abilities of men of ſcience, and only take notice, that the ſun's rays heating the ground and exhaling vapors from it, which generate into winds, (where there is either a continent or an iſland of conſiderable extent) they collect ſo much ſtrength as to oppoſe the current of the trade wind or ſea breeze, and blowing off ſhore, are called land breezes; and at certain times theſe

different currents of air meet in ſuch a variety of oblique and different directions, each of which oppoſe the other, that their fury is increaſed into a ſtorm, which will ſometimes veer from point to point, and frequently quite round the compaſs, in a few minutes. Theſe guſts and whirlwinds are called hurricanes in the Weſt Indies, where they generally happen in Auguſt, September, or October, though not every year, when they will blow down houſes, tear trees up by the roots, diſmaſt ſhips at ſea, and bear down all before them. In the Eaſt Indies they call them monſoons, where they fall variouſly in different places, accordingly as the ſun is vertical, and other concurrent cauſes determine. And on the coaſt of Africa they are termed tornadoes, where they are no leſs violent; for they often ſucceed a dead calm without any previous ſigns, from whence they do conſiderable hurt; whereas in the Weſt Indies they moſtly know how to prepare for them, as the wind will veer and haul 3 or 4 points, and dark confuſed clouds appear for ſome time before. The winds blowing hard at S. W. and S. W. by S. in the ſouthern atlantic during ſome of their winter months, force ſuch a body of water round the eaſt end of Madagaſcar, that it there falling into the current cauſed by the S. E. trade, ſo increaſes its force, that it ſets down between that iſland and the main, and ſo becomes a windward current round the Cape of Good Hope, and will carry a ſhip round

it

it when ſhe is put paſt the uſe of her ſails and laid to drive, as the harder it blows from theſe points the more force it gives to the current.

The following queſtion was propounded to me by a gentleman on board the Elizabeth, while on her paſſage through the Indian ocean in July, 1762; I gave it the working and proof, which I now ſubmit to the inſpection of my readers; and if any of them can give a better ſolution of it, I am very ready to pay a deference to their ſuperior genius: And though a queſtion of ſuch a nature and magnitude may appear uſeleſs, yet I hope none will cenſure it, either becauſe he cannot comprehend it, or won't be at the trouble to determine whether it is right or wrong.

If the terraqueous globe was a plane and a perfect ſphere, how many ſolid or cubic inches would it contain?

In anſwer to this, it is firſt neceſſary to adjuſt the difference between an engliſh and a geographical mile, as the geographical mile is always uſed in navigation. I ſay then as 69½ ſtatute miles make a degree, (each ſuch mile containing 1760 yards) how many yards make a geographical mile?

As 69½ : 1760 :: 60

2	139	2
139	15840	120
	5280	
	1760	
120)	244640	
	2038 „ 2	

I ſhall

I ſhall not inſert the whole working, but only the ſeveral reſults or products of the work, with the anſwer and its proof, leaving it to any mathematician to prove, or diſprove if he pleaſe.

But I muſt obſerve, that there is contained in a ſquare foot, 144 inches; in a yard, 9 feet; in an engliſh mile, 3097600 yards; in a geographical mile, 4156161 yards and 7 ſquare feet; in a cubic foot, 1728 inches; in a yard, 27 feet; in an engliſh mile, 5451776000 yards; and in a geographical mile, 8473028477 yards and 17 ſingle cubic feet.

I now ſtate my queſtion, and ſay, As 22 to 7, ſo is the circumference to the diameter; and then reduce from one denomination to another till I come to the loweſt, and then multiply the circumference by the diameter, and that product is the area or ſuperficial content. I again multiply by the one-ſixth part of the diameter, and it gives the amplitude or ſolidity required.

Circumference of the globe in inches, 1585267200

Diameter, — — — — — — 504403200

Area, — — — — — 799613848535040000

Anſwer in ſolid inches:

672212973275649146880000000

Thus

Thus proved, As 21 to 11, ſo is the cube of the diameter to the ſolid content.

504403200
504403200
100880640000
1513209600
2017612800
2017612800
2522016000
2544225881702400000
504403200
508845176340480000000
7632677645107200000
101769035268096000000
101769035268096000000
12721129408512000000
1283315676253512007680000000
11
7) 14116472438788632084480000000
3) 2016638919826947440640000000
21 672212973275649146880000000

Some give another way of working ſuch queſtions, viz. by multiplying the cube of the diameter by this decimal, 5236, but it is not true; and though in a globe of ſmall dimenſion the difference is but trifling, yet in ſuch as this it is very material; in a globe of only 21 inches diameter, the defect is 2 inches; in one of 84 inches diameter, it will be 125 inches; and in this before us it will be found to be 1057 11290 engliſh miles.

In

In order to convey a more juſt and clear idea of our hydrographic mode of travelling, or how to account for the ſhip's velocity or ſpeed through the water, it is adjuſted or determined by the uſe of a log, which is either a piece of wood ſhaped ſomewhat like the floor part of a boat's bottom, on the keel of which is fixed lead enough to make it ſwim with that ſide downward; or elſe it is in the form of a quarter of a circle, having the circular ſide loaded with lead enough to make it ſwim with the angular point upward: In this log is fixed a piece of line, which has a peg at the other end, to fix into a hole in the oppoſite extremity of the circular ſide, by means of which the log holds its poſition in the water; and in the middle or bight of the ſaid piece of line, is bent or made faſt another line about 150 fathoms in length: Then 10, 12, or 15 fathoms from the log, is a piece of red rag put thro' the ſtrands, for a mark to turn the glaſs by; (the ſpace ſo left is called ſtray-line, and proportioned to the height of the ſhip above the water's edge) from that is meaſured certain equal ſpaces or lengths on the log-line, which bear the ſame proportion to a marine mile as half a minute does to an hour. At the firſt of theſe diviſions, a bit of twine is faſtened through the ſtrands of the line, and a knot made on it; at the next diviſion, 2 knots; and ſo on to 8 or 10; and from theſe we account the ſhip's rate of going by ſo many knots, which mean ſo many

many miles an hour. The length of a knot is in proportion as 3600 ſeconds (the number in an hour) to 6116 feet (the number in a nautical mile) ſo is 30 ſeconds to 51 feet nearly; though ſome mark their line in proportion, ſo as to have their knot only 7 or 7½ fathoms, and their glaſs 25 or 26 ſeconds, making allowance for the difference. However, to prevent a ſhip being a-head of the reckoning, it is beſt to uſe a line marked at about 50 feet to a knot, and uſe a glaſs of 28 ſeconds, inſtead of half a minute, as ſome time is neceſſary for turning the glaſs and ſtopping the line; but in a faſt ſailing ſhip, when it blows hard, or the veſſel is under a preſs of ſail, a quarter-minute glaſs, or one of only 14 ſeconds is uſed, to prevent the trouble of hauling in a great length of line; and in that caſe, the quantity run out is allowed double, to anſwer the proportion of half a minute. The log is hove in the following manner—The line being wound on a reel made for that purpoſe, a man holds it up at the extent of his arms, while the mate or ſome other perſon taking and quoiling part of the ſtray-line in his hand, throws the log over the lee quarter clear of the ſhip's wake, and when the red rag paſſes through his hands, he cries turn, to another who ſtands ready with the glaſs; to which he again cries done; and when he perceives the laſt particles of ſand running out, he ſays ſtop: Then ſtopping the line, he gives a jerk to unfix the peg, and

and hauls in till he comes at the knots; and after counting, meaſures how many fathoms he has hauled in; then giving it to another to haul in for reeling up, he marks the rate of her going on the log-board. This experiment is uſed every hour, in men of war, Eaſt Indiamen, and other veſſels going on long voyages, where great exactneſs is required; but in ſmall veſſels bound on ſhort voyages, it is done but once in two hours, and the length of line run out doubled, to make it anſwer to the time. In all theſe experiments, allowance muſt be made, from judgement, reſpecting the way ſhe may have had, more or leſs, during the hour or two hours; for great variation may be made by the wind veering and hauling, or by its being a ſteady breeze or ſqually weather in the time, or the ſhip's going large ſometimes and cloſe hauled at others; alſo for the ſend of the ſea, &c. The log-board is two ſmooth pieces of wainſcot board joined together with two hinges, with which it ſhuts to like a book cover that has no leaves in it, and marked with white or yellow lines, dividing it into columns, to contain notes of time, velocity, courſe, winds, and occurrences, with remarkable tranſactions done on board, &c. Every time the log is hove, the ſhip's way is marked throughout the 24 hours, beginning the day at noon; the time between that and midnight is marked P. M. for poſt meridian; and from midnight to noon the next day, A. M. for ante meridian;

alſo

alſo the ſeveral ſhifts of wind and the variations of the ſhip's courſe, together with every occurrence worthy notice, is minuted down with chalk; ſuch as reefing top-ſails, ſeeing a ſail, tacking or wereing ſhip, making ſail, giving chaſe, ſpeaking a ſhip, coming to action, diſcovering land, &c. &c. And every day, after an obſervation has been obtained at noon, the ſeveral courſes are taken off the board upon a ſlate, and wrought by trigonometrical and other rules of navigation, to find how many miles ſhe has gained in each direction, determine the place ſhe is in, and the bearings and diſtance of the place ſailed from: and alſo the bearings and diſtance of the port bound to; or the bearings and diſtance of any headland from which departure has been taken, or by which a reckoning has been corrected: And ſhips on a cruiſe muſt attend to the bearing and diſtance of ſeveral places in order to their own ſafety, and their effective operations againſt an enemy; as they cannot eſteem themſelves ſafe unleſs they can aſcertain where they are; and every day's work, when wrought, muſt be entered in each artiſt's journal reſpectively.

The log-book is ruled and marked exactly in the the ſame manner as the log-board, that paſt occurrences may be attended to as occaſion may require.

FORM

FORM of a LOG-BOARD.

H	K	F	Courſe.	Winds.	Occurrences.
1	6	5	W S W	S	Squally.
2	6	4	W S W ½ W	S ½ W	———
3	6	6	W by S	S by W	———
4	5	1	W	S S W	Saw land.
5	5	2	W	S S W	———
6	5	3	W ½ S	S by W ½ W	———
7	6	6	W by S	S by W	More wind.
8	6	0	W S W	S	———
9	6	2	S W by W	S by E	———
10	6	4	S W	S S E	Saw a ſail.
11	6	2	S W	S S E	———
12	6	1	S W by S	S E by S	———
1	6	3	S W by S	S E by S	Gave chaſe.
2	6	3	S W ½ S	S S E ½ E	———
3	6	6	S S W	S E	———
4	6	6	S S W	S E	———
5	7	2	S S W	S E	———
6	7	4	S by W	S E by E	Fired a gun.
7	7	5	S by W	S E by E	———
8	8	3	W by N	S E by E ½ E	———
9	9	0	W by N	S E by E	———
10	9	3	W by N	S E by E	———
11	9	5	W by N	S E by E	Came to action.
12	2	2	S W by W	S S E	———

Note—H. K. F. ſignify Hours, Knots, and Fathoms.

11 deg. 15 min. make 1 point of the compaſs.
22 — 30 — —— 2 points.
33 — 45 — —— 3 points.
45 — 00 — —— 4 points, or a ſemiquadrant.
90 — 00 — —— 8 points, or a quadrant.
180 — 00 — —— 16 points, or a ſemicircle.
360 — 00 — —— 32 points, or a great circle.

I NOW

I NOW come to what I propoſed, as the ſupplement of what I have been treating of, viz. to give a further account of ſeveral countries ſituate between the parallels of 60 degrees of north latitude and 40 degrees of ſouth latitude; and between 107 deg. 57 min. of eaſt longitude and 90 degrees of weſt longitude, which have fallen within the compaſs of my travels. In this I ſhall endeavour both to inſtruct and entertain my readers; in particular, ſuch of them as have not had an opportunity of travelling out of their native country, nor of being otherwiſe acquainted with the various productions of nature and art.

Having put my manuſcript into the hands of a perſon to correct and prepare for the preſs, who being a ſtranger to many of our nautical terms, has changed ſome of them, eſpecially in the fore end of the narrative, and has alſo left out ſeveral occurrences at ſea which probably might be entertaining to divers of my readers, and which I would yet take notice of, but find the limits of my book will not allow it.

NARVA being ſituate in the province of Ingria, commands an extenſive trade, which would be much more conſiderable, was it not for the difficulty of the navigation, which is much impeded

impeded by a bar at the mouth of the river, on which there is not more than about 8 or 10 feet of water, which ſubjects large ſhips to the diſagreeable neceſſity of riding in an open and dangerous road to take in their loading; and the ſhores preſent the melancholy ſpectacle of the wrecks of ſhips and veſſels warped up in the ſand, which is a diſcouraging ſight for a young adventurer to behold. Our veſſel, which was only 120 tons burden, was obliged to complete her cargo in the road: The ſituation made it neceſſary to work even on Sundays, if the lighters came along ſide; and the day being more than 18 hours between ſunriſe and ſunſet, we got but little reſt. This town is regularly built, having ſeveral good ſtreets, but many of the houſes are conſtructed of wood, and covered with ſhingles, i. e. ſmall pieces of thin board clinched to the ſpars, after the form that flat tiles are laid. It is well fortified and garriſoned with a conſiderable force; the ſoldiers are trained up to the uſe of arms from their childhood, being taken into imperial pay and ſervice at 7 years old, when they have no more than 3 denuſcas per day, which are about 3 farthings; the common ſoldiers' pay is 2 copecks, or 2½d. they are robuſt and hardy veterans, whoſe conſtitutions ſeem deſigned to endure hardſhip and fatigue. The fort always fired a gun morning and evening, while the ſun was in the horizon. The Ruſſians in general appear to be a hardy race of people, but work-

ing

ing at very low wages, many of them are very indigent, and the want of accommodations makes them ſlovenly. They are alſo very much addicted to thieving, ſo that we were obliged to haul our running-ropes into the tops at night, while we lay at the quay, to prevent them being cut away. They likewiſe ſeem inclined to lewdneſs and ill manners; but their women are exceeding neat and very fair, induſtrious, and careful: I have ſeen ſome of them wade into the river paſt their knees, and ſtand there to waſh clothes, by beating them on a large ſtone with a battledoor for many hours together. Some of the Ruſſian laws are ſevere, and rigorouſly enforced. A few days after we ſailed from hence, we were taken with a gale of wind at W. N. W. which obliged us to lay to under a reefed main courſe; and it laſting ſeveral days, drove us very near a number of little rocks, which are only diſtinguiſhable by ſmall flags that are diſplayed on ſtages fixed to moorings on them; they lie between Revel and Derwinda: On getting ſight of one of theſe, we wore ſhip, and laid her head to the northward, by which means we weathered them; and the wind abating and veering round more in our favour, we let the reef out of our main-ſail, and ſet our cloſe-reefed top-ſails, which enabled us to lay our courſe; but our proviſions were fallen ſhort, ſo that the maſter thought he ſhould be obliged to put us on a ſtinted allowance; however coming

under the iſland of Burnholm, we hailed a fiſhing-boat, which coming along ſide, our maſter purchaſed a quantity of herrings. The next day paſſing thro' Copenhagen road, we obtained a perſpective view of his Daniſh Majeſty's beautiful palace and the royal city, and in the evening came to anchor again in Elſinore road, where we procured a ſupply of beef, ruſk, and water. This town is large and handſome, being ſituate on the ſouth ſide the Sound, the channel of which lies ſo near the caſtle as to be entirely under the command of its guns. No veſſel is allowed to paſs or repaſs this place without bringing to, and either paying, or giving ſecurity for payment, of the duty demanded by the king of Denmark; and ſhould any ſhip run paſt the caſtle, there is a frigate always riding in the road ready to ſlip and go in chaſe of her. It is about 7 miles acroſs the Sound to Elſimburg on the ſwediſh ſhore, and has at times been ſo hard frozen, as to admit the tranſporting of heavy artillery over the ice, when the two nations have been at hoſtility. The adjacent country is ſandy and low, interſperſed with woods and lawns, and the people are a neat, clean, and induſtrious race, moſtly fair complexioned, with either red or fair hair.

After getting our wants ſupplied, we put to ſea again, but had ſcarce cleared the land when another gale ſprung up at S. S. W. blowing very hard, and

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the ſhip being flax loaded, was ſo crank that ſhe could not bear much canvaſs when upon a wind; ſo having Norway under our lee, we put into a Sound called Ripperwick, where we lay till we got a fair wind. In this place we found a Hull Pink, commanded by Mr. Thomas Bride, and ſeveral other veſſels; and our Maſter differing with Mr. Thomas Pentiner, the Mate, he took a note for his wages, and leaving us, ſhipped in a brigg bound for London, and our Maſter put his ſon Charles in as Acting Mate. This country is very mountainous, moſt of it ſteril, and ſome quite barren; yet in cavities on the ſides of the mountains grow large fir and pine-trees in abundance, together with birch and other ſmall wood. Their ſtaple commodities are timber, raff, tar, turpentine, and fiſh; with which their coaſt abounds, eſpecially lobſters and cod, the latter of which they cure without ſalt in the winter ſeaſon, by expoſing it in the wind and froſt, by which they dry up the moiſture till it becomes as hard as an Egyptian mummy; ſo that it muſt be well beaten before it can be boiled: This they call ſtock-fiſh, and export great quantities to England and elſewhere, for the uſe of ſeamen in long voyages: If kept dry, it will keep ſound and good for the ſpace of 20 years or more. The Norſe are a hardy and active people; and as many of them who live along the ſhores are much employed in fiſhing, they are good pilots for the coaſt, which abounds with harbours,

bours, ſounds, and places of ſhelter. Amongſt theſe pilots are many women well experienced in their profeſſion, who will come off in their boats with their huſbands: One of theſe ſtepping on board of a veſſel, will conduct her ſafe into a port, while the man is left to manage his boat by himſelf. Theſe women have ſo much ſagacity, and ſuch knowledge of natural cauſes and effects, that ſome have been ſuperſtitious enough to give them the appellation of Norway witches. The little vallies contained among or between the hills are very fruitful, being ſheltered from the winds, and fructified by the ſoil waſhing down from the mountains. Here they raiſe what corn and vegetables they have room for, but ſome little is kept for paſturage. We bought a live ſheep here for a ſhilling. The norſe mile is equal to 4 engliſh miles, and the nature of the country forbids travelling many miles a day. Norway is ſubject to the king of Denmark, but the language here ſpoken is not pure daniſh, but a compound of that and the ancient norſe tongue.

Gotheborg, or Gottenburg, is the ſecond ſea-port in the kingdom of Sweden; and in point of commerce, the firſt: It lies on the weſtern ſhore not far from the entrance into the Sound, whence the ſwediſh Eaſt Indiamen and moſt of their Weſt India and other foreign traders are fitted out, and whither they return. It is large and well built, though

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ſome of the houſes are conſtructed of wood. The country is mountainous, and many of the hills are almoſt inacceſſible, being high barren rocks; yet they, as well as thoſe of Norway, yield fir and pine timber, which of courſe produce plenty of roſin, turpentine, tar, and pitch, for exportation: But the Swedes always want a ſupply of corn from Poland and other countries. The natives are ſtrong, hardy, laborious, civil, ingenious, and of good complexions, and not very careful for fine clothes ſo they can but procure warm ones: The women wear no ſtays, or but very few of them; neither do they wear gowns, but jackets and ſkirts after the manner of the Danes and Dutch women. The current coin of Sweden is chiefly ſilver and copper; the latter being very abundant in that country, they make large plates of it, which being ſtamped in the middle and at the four corners, each paſſes for its value, which they reckon by dollars ſilver marc and dollars copper marc; and ſmall ſums are reckoned by ſtivers, as we count by pence. The coaſt and harbour abounding, at the time I was there, with herrings, the ſtreets of the city near the quays were filled with barrels of fiſh, and every ſhip in the harbour had her quarters hung round with herrings: Our Maſter bought ſo many for our uſe, that we ſubſiſted on them till we were fully convinced that ſalt beef ſuited our palates better. On leaving this port, we had not proceeded far paſt the beakon,

beakon, known by the name of wingo beakon, when we were ſuddenly taken a-back by a ſtrong gale at W. by N. and thereby obliged to put back into Stral Sound, where we found the Snow Hamburg. merchant of Hull, and ſailed thence in company with her 3 days after; and when having got within ſight of the naze, a gale ſprung up at S. W. by W. and obliged each veſſel to bring to under a balanced trey-ſail, ſhe laying her head to the ſouthward, and we with our head to the northward, which cauſed a ſeparation, and occaſioned very different land falls; ſhe, by falling into the ſouthward of the ſpurn, gained her port; but the gale continuing for 8 days, we driſted much out of our way. After we had laſhed our helm a-lee, we fixed ſome deals in our weather main ſhrouds, as a weather-board, to break the force of the ſea; and divided ourſelves into 4 two-hour watches, we being 8 in number. The ſea running mountains high, ſhe would often ſhip whole ſeas, and waſh away every looſe thing off the deck; and one night while Mr. Thomas Lundie, the Mate, and I were on the watch from 12 to 2 A. M. as I ſtood at the binacle to obſerve how ſhe fell off and came to, ſhe, by falling off about 4 points, and labouring in the trough of the ſea, ſhipped ſuch a weight of water as drove me from my ſtation, and ſo immerſed me, that I only knew by the ſenſation of my feet whether I was within-board or without. On the gale abating, we made

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ſail; and after ſome days made the land, which proved to be Coquet iſland on the coaſt of Northumberland, and afterward put into Tynemouth haven, where we ſtopped only two tides before the wind coming in our favour, we ſailed, and arrived at home juſt a week after our conſort.

Outward-bound to Havre in January, 1755, we were forced to bring up in Yarmouth roads, where we rode out a hard gale of wind which began at S. E. then veered round to E. N. E. and blew ſo hard that our anchor came home, and obliged us to let go the beſt-bower and ſtrike our yards and top-maſts, and with pointing our yards to the wind, ſhe rode it out, rolling ſo at her anchor, (owing to the nature of her loading) that ſhe ſhipped water over one gunwale and threw it over the other. Many veſſels broke from their anchors and ran for Harwich, where they might run a-ground on the mud and be ſafe if they had neither anchor nor cable. A lute-ſterned Snow, belonging to Boſton in New England, went aſhore among the ice and ſnow on the beach, where ſhe was loſt.

Havre-de-Grace is the principal ſea-port in the province of Normandy, though not ſo large a place as Rouen, which is the capital; it is well fortified, and the mole or baſon is commodious enough to contain 300 ſail of ſhips and veſſels; but the harbour,

bour, exclusive of the said dock, is not very eligible, on account of the rapidity of the tide, which is supposed to run near 20 knots on the flood at the spring tides, which is occasioned by the form of the adjacent shores; so that vessels lying high and dry on the mud will be floated in a little time, when the tide begins to rush into the haven, where they are as suddenly deserted on the tide of ebb. The buildings are neat and elegant, and the city is formed on a beautiful plan. The market is well supplied and numerously attended. The manners of the French nation are so well known in Great Britain, that I need say but little about them; as very few need to be told that the inhabitants of that country are inclined to foppery: Some of the gentlewomen wear stays and fine shoes, &c. while the poor, and especially the country girls, wear neither stays nor shoes, except such as are made of wood, which are pieces of willow hollowed out in the form of a clumsy shoe, and lined with bits of lamb-skin, to prevent it from bruising the foot.

Madeira is well situated in the atlantic for the convenience of ships sailing to the East or West Indies, where they can get a supply of wood and water, and furnish themselves with wines either for their own consumption or for merchandise. The chief town is Funchal. This island is subject to Portugal, as are also the other canary and western islands,

iſlands, or moſt of them. Some of the mountains are a ſtupendous height; I have ſeen clouds of condenſed air and vapor lodge in cavities far beneath their ſummit, which appeared conſpicuouſly above them. The air is ſalubrious, and the climate very mild; which, joined to ſome other local circumſtances, render it delightful.

Something of Barbadoes has been already mentioned; I ſhall further obſerve, that for the extent of it, it is not to be exceeded either for beauty or fruitfulneſs, yielding rich canes which produce great quantities of ſugar, rum, and molaſſes; alſo cotton, indigo, cochineal, cocoa, and cocoa nuts; likewiſe bananas, plantains, guavaſes, mangas, &c. The inhabitants are compoſed of Engliſh, Scotch, Iriſh, Creoles, Muſtees, Mulattas, and Negroes; the latter of which, though they are chiefly ſlaves, are by far the moſt in number. Some of theſe denominations may require a little explanation to make them intelligible—A Creole is a white perſon born on the iſland; the Muſtees are ſuch as have one white and one mulatta parent; Mulattas are ſuch as have one white and one black parent; and Negroes are ſuch as are entire black, with a ſort of ſhort curly hair like wool: Such blacks as have long ſlank hair are not called Negroes. All blacks are white when born, but preſently change their colour. Many of theſe are imported from Africa;

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which country being held by different Princes and Chiefs, they go to war with each other; and if in an engagement between these contending powers, any prisoners are taken unhurt, they are sold to Europeans trading down the coast; and sometimes parents sell their children, and others their nearest relations. These unhappy creatures are bartered for on the coast of Guinea, at the rate of about 5 or 6l. a head, on an average, and carried to the West Indies and America, where they are exposed to sale on board a guineaman as naked as our first parents in Paradise, save only a hippen made of red cloth given to the women to serve in the place of a fig-leaf covering, when the planters go and buy them, as our people in England go to a fair to buy cattle, and give from 50 to 60l. a piece for full-grown slaves. With respect to dress, it is various; some of the white men wear light thin suits from head to foot, and some do not. Some of the white women too wear full light suits, except stays; whereas some wear neither stays, hat, nor shoes. Some of the women of colour wear only a sconce to hide their nakedness; and some men, particularly the negroes, go as naked as they were born. The women slaves desire to be pregnant for more reasons than many of our free-born Englishwomen do, as it procures them milder treatment, and some relaxation from their labour. I have often wondered how their pickininies, i. e. children ever learned

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to run, as they are frequently left to ſprawl about on the ſand in or at the doors of the wigwams while the mothers are at work. Some of theſe people are of as bright a genius as thoſe that rule over them: They ſuppoſe they are to return to their native country when they die, and from ſuch a deluſion they rejoice at the funerals of their deceaſed friends, dancing, ſinging, and playing on ſuch muſical inſtruments as they have, ſuch as the tom-tom, i. e. a ſort of drum, &c. and uſing other expreſſions of joy. This beautiful iſland was the firſt in the Weſt Indies that was colonized by the Engliſh: It was almoſt deſtroyed in October, 1780, by a moſt dreadful hurricane or ſtorm of wind, rain, thunder, and lightening, which carried all before it, viz. trees, houſes, mills, &c. many loſt their lives, and many more the ſupport of life: For the relief of ſuch, the britiſh parliament voted 80000l. The chief town is Bridge-Town, which was entirely demoliſhed by the afore mentioned cataſtrophe. Spikeſes is alſo a pretty town, but not favoured with a good bay like the former. The ſun is to the northward of this iſle 3 months and 24 days, and ſouthward 8 months and 6 days, in the year.

Antigua is 20 miles long and 20 broad, and produces great quantities of ſugar, rum, molaſſes, cotton, indigo, &c. alſo a great variety of tropical fruits, ſuch as thoſe before mentioned; and alſo

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papa-apples, mama-apples, prickly pears, alligator pears, ſourſops, &c. Here is likewiſe a fruit called a mangineal apple, which is beautiful to behold, but ſo corroſive in its nature, that one of them would do as much miſchief as an ounce of arſenic; and the buſhes on which they grow are of ſuch a quality, that water dropping from the leaves will raiſe bliſters. This and every one of the caribbee iſlands alſo yield plenty of tamarinds, which grow on large trees in long pods ſomewhat reſembling thoſe of a windſor bean. Here is alſo variety of roots and vegetables, ſuch as yams, ſweet potatoes, pompions, water-melons, muſk-melons, ockery, and calalu; Alſo ſpice, ſuch as cod-pepper, cayan pepper, &c. Freſh proviſions are always ſcarce and dear, as there is but little paſturage; and water is an article of ſuch value, that one might ſometimes almoſt as eaſily obtain a drink of rum. Columbus, who firſt diſcovered this iſland, on finding no water, ſoon abandoned it again, and gave it the name of Anti-Augo, which ſignifies no water, or an enemy to water; nevertheleſs it is of great conſequence now to England. The planters and others are obliged to catch rain water in tanks or ciſterns, which are made as follows, viz. they dig a ſquare trench like a cellar, which they pave at the bottom, wall at the ſides, and arch over at the top; then incloſe a compaſs round it with a wall, and pave the ground ſo taken in (above the tank) with a deſcent, inclining

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to a gullyhole, where it runs down, and whence it may be drawn out again with a bucket. Theſe will hold and preſerve a great deal of water. They have them now in plenty in ſeveral parts. There is one of large dimenſion on Monk's hill, for the garriſon, and another at Engliſh harbour, for the navy. When this expedient fails, as in a dry ſeaſon, the iſlanders are oft obliged to fetch water in boats from Montſerrat, which is at the diſtance of 12 leagues; and king's ſhips, &c. are forced to go thither, or to St. Kit's, to water for a trifle, though a ſmall ſupply of good water may be obtained at Cade's bay, where they have a well made, by a cask without a bottom being ſunk in the ground. The inhabitants, and their manners and cuſtoms, are much the ſame as at Barbadoes, to which I refer my readers, and alſo for the reſt of theſe iſlands. St. John's is the capital of this iſland, which is well fortified by batteries on rat-iſland, in the entrance of the harbour, which is ſafe and commodious; and below the ſaid iſle, there is a fine large bay, called St. John's road, where a large fleet may ride at ſafe anchorage. In this bay there is abundance of excellent fiſh, ſuch as gore-fiſh, cavallies, ſnappers, old-wives, &c. and ſome dolphins and ſharks. We caught one of the latter here 11 feet long, and uſed it as extra proviſion. There are ſome other bays on the north ſide of the iſland, but none of conſequence. Engliſh harbour is a very ſafe place for

ſhips, being encircled with very high land, except at the entrance. Here is a very good yard, with every thing neceſſary for heaving down ſuch of his Majeſty's ſhips as are in want of cleaning or ſlight repair: Alſo an arſenal and magazine; the harbour being admiſſible to ſhips of the line, which muſt take care to keep the north ſhore aboard as they come in, where the water is ſo clear that I have ſeen fiſhes amongſt the weeds as intelligible as though there had been no more than 3 feet depth of water. As this was the place of our general rendezvous, I have ſome particulars to relate. In the beginning of 1757, while we were preparing to heave down, being about to carry an anchor aſhore on a catamaran, which was ſcarce ſufficient to bear the weight of it, I, and two more who were not much acquainted with the art of ſwimming, got into the long-boat, fearing what might enſue; yet not obſerving that the boat's painter was faſt to the ring of the anchor, it proved to be an unſafe aſylum; for no ſooner were the tackles unhooked, than the ſtage careened and let the anchor ſlide off, which inſtantly drew the boat down after it, and ſet us all afloat. I at firſt caught hold of a man, but knowing he could not ſwim, I let him go to ſhift for himſelf, and next ſeized an oar, but had it pulled from me by another who wanted it for the ſame purpoſe I did: This obliged me to try how I could ſwim, which I performed ſometimes above and at others under

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the water) till I got hold of the fore-yard tackle; and by nipping the fall, got aſtride on the block, from whence I looked round to ſee what was become of the reſt: There I remained till a boat came and took me off, ſo a belly-full of ſalt water was the greateſt inconvenience I ſuſtained from the accident. While preparing to heave down, our prize-money for the Pacific being ſtill in the Agent's hands at St. John's and we in want of it, a plot was contrived by ſome of us to go thither, and by forcible means procure payment: Accordingly 91 of us ruſhed out of the yard at 2 o'clock, when the hands were called to work, and forcing paſt the Sentinel, he fired three ſhots, but without effect, any more than giving the alarm. Having a ſteep hill to aſcend, many paſſed by me as I ran, being only juſt recovered from ſickneſs: This rather brought a damp on my ſpirits, ſuppoſing I ſhould be taken firſt, and in conſequence thereof the Lieutenant (the Captain being a priſoner) would puniſh me before the reſt came back. However, making a halt on the top of the hill, it was there unanimouſly agreed, not to ſeparate nor abandon each other, whatever might be the reſult. We then marched forward, ſuppoſing we ſhould ſoon be purſued by the ſoldiers from one of the forts, but were impeded by a party of the iſland militia, who ſtopped us at Falmouth about the ſpace of two hours, the whole iſland being under an alarm at the appearance of a

fleet

fleet to windward; but as ſoon as it was known to be Engliſh, we, on having told our errand, were ſuffered to proceed, and accordingly took our route about 5 o'clock, after having ſent one of our party back as unable to perform the journey. The unuſual appearance of ſo many men paſſing on the road, excited aſtoniſhment in the Negroes in the plantations bordering on it, who left their work, and ſaid to each other as we paſſed them, Kie buccara man. When we came on St. John's green, we put to flight a number of privateer's men who were playing at cricket, they taking us for a preſs-gang, as we came in a body; but as we had no officer with us, they at laſt made a halt for us to come up, and gave us what punch they had amongſt us, and ſent a Negro boy to ſhew us where to find Admiral Frankland, whoſe advice we wanted, and forgiveneſs too, as we had come without leave, both which we obtained; and being aſked what we intended to do with the Agent, we told him we would pull his houſe down if he would give us leave; but he adviſed us not to offer any violence, but chooſe two men from amongſt us who ſhould go and tell Colonel Laſley, from him, that he inſiſted on him making us ſome payment in a few days, as he ſaw our neceſſity; there being 27 of us out of 30 bare-foot. Having obtained his word and honour to indemnify us from being puniſhed, we returned back and got to Engliſh harbour about 12 o'clock at night, hav-

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ing travelled 24 miles without any thing to eat; and on going aboard, I found my meſſmate, who ſtayed behind, had given all the beef and pudding away to the Negro girls; ſo I was forced to go to my hammock without any ſupper. However in a few days we were paid about 6l. ſterling, which made ſome amends; but the remainder, amounting to about 30l. was never paid. While we continued at the wharf, we were preſented with a very uncommon ſight, viz. a Negro woman having been guilty of ſome ſmall miſdemeanor on board the Briſtol of 50 guns, they firſt whipped her, then ſtript her quite naked, beſmeared her with tar from head to foot, ſtrinkled feathers thereupon, and ſent her aſhore.—I ſuppoſe this female harlequin might have eaſily gained a conqueſt over one of our country market towns in England; for had ſhe entered it in the twilight of the evening, they would readily have imagined that old Pluto's conſort, Proſerpina, had left the infernal plains to pay them a viſit. Not long after this, Captain Cummings ſerved a white girl nearly in the ſame manner, by cauſing her to be ſtripped down to her waiſt, tarred and feathered, rowed aſhore, and ſet on the wharf in the preſence of Admiral Frankland and Captains Le Cras, Liſle, &c. This harbour being free from ſharks, which infeſt the open ſeas and roads, the Negro women having ſugar, ſugar-canes, fiſh, greens, yams, potatoes, oranges, plantains, bananas, pine-apples, caſhue

caſhue nuts, ſcalions, caſava bread, prickly pears, &c. to bring on board, they will frequently, in the abſence of the boats, put their ſeveral commodities together, with what little apparel they wear, into a half tub; then launching it off the ſhore, they will ſwim after it, puſhing it on before them till they come along ſide a ſhip, and receiving help from ſome of the crew, they get their goods on board; then dry and dreſs themſelves, and ſtand their market till they have ſold their articles: They then again undreſs, depoſit their clothes in the tub, launch it overboard, jump after it, and return aſhore, unleſs one of the ſhip's boats be at liberty; when in ſuch caſe, they moſtly obtain the ſhore by a more eligible means of conveyance. Sailing from St. John's on a cruiſe, we ſaw a brigg, under Engliſh colours, in chaſe of a ſloop, which ſhewed no colours; and tacking, ſtood for them, and fired at the brigg, and ſhe fired at the chaſe ſeveral times, till at length we gave over the purſuit, but the brigg continued hers till the ſloop had arrived under the protection of rat-iſland fort, and hoiſted Engliſh colours; and the brigg hoiſting French colours, fired at her, and hauled to the ſouthward of the iſland, while we were beating up on the north ſide, and thus made her eſcape.

Having ſaid ſomething already about the populous and ſplendid city of New York, I ſhall only obſerve

obſerve further, that its ſituation gives it the greateſt advantages both for inland navigation and foreign trade, which renders it an emporium of commerce, and cauſes a large confluence of people of every deſcription to reſide there; ſo that the inhabitants are a compoſition of almoſt every nation of Europe and the different parts of the American continent, with many of ſeveral Indian tribes, and ſuch as have been imported from Africa; each of which retain ſomething of the principles in which they have been inſtructed in their youth, which cauſe great variety in both habit and ſentiment. The ſun is on their meridian when he is 4 hours, 59 minutes, and 24 ſeconds below the meridian of London; ſo that when they ſit down to dinner, the people in England begin to enquire what the Cook is preparing for ſupper, it being almoſt 5 o'clock at London when it is noon at New York.

Montſerrat is a ſmall iſland, part of which is mountainous, and the other part very fertile, producing ſugar-canes, &c. and even the mountains produce wood and various kinds of tropical fruits and vegetables. The air is good, and there is a tolerable good bay on the S. W. ſide of the iſland, where there is very good water, but not very eaſy to be got off, by reaſon of the ſurf which runs very high at times. Amongſt the Europeans, either ſettled or reſident here, there are ſo many Iriſh, that

it has been ſometimes called Little Ireland; and ſome of the old Caribbs and Negroes can ſpeak the language. It lies S. W. ¼ S. from Antigua, and nearly W. by N. from Guadaloupe.

A few leagues N. W. of Montſerrat, lies a remarkable rock, called Rodonda, which takes its name from a flying fiſh, as it reſembles one of them very much in a view from the N. E. This pyramid is almoſt inacceſſible on every ſide, yet it appears ſomewhat level at the top, and very verdant, but has not ſo much as a tree or buſh upon it, nor any animal except a few goats. Off this iſland, as we were going to Old Road for water in July, 1756, we eſpied a large ſhip to leeward of us, which having loſt her main maſt, was going right before the wind; we gave chaſe to her for ſome time, until the wind died away and veered to the ſouthward, ſo that it became neceſſary to make a trip; when, the ſhip miſſing ſtays for want of wind, the Maſter ordered the ſwapes out at the gun-room ports to bring her round; but Captain Watkins perceiving it, ordered us to launch them in again, fearing leſt ſhe ſhould be a line of battle ſhip, and we ſhould be becalmed under the command of her guns, and ſo obliged to ſurrender to ſuperior force. Thus we miſſed a favourable opportunity of making our fortunes; ſhe being, as we afterwards learned, a French Eaſt Indiaman bearing away for Cape Francois,

Francois, where ſhe arrived and laid 11 months refitting and waiting for convoy to Europe.

Nevis is a ſmall iſland that lies ſo contiguous to St. Kit's, that they appear as one when viewed from St. John's in Antigua: It is low and fruitful, except ſome hills in the centre and towards the N. W. ſhore, which are of conſiderable height. The bay is ſafe and commodious, and the water is good and plentiful. In July, 1757, the trade being aſſembled at St. John's, the Admiral ſailed with his whole force to eſcort it paſt Anguilla and Sambarrera, to about 20 degrees of north latitude, when the Antigua ſloop of 16 guns carrying away her maſt by the ſwaying of the boom, the Admiral made the ſignal for us to take her in tow, which cauſed our ſeparation from the fleet; and ſome days after that, we put in here for wood and water. The night after we left the bay, two Antigua privateers came up to us, and, without hailing, fired their broad-ſides at us; We ſoon returned the favour very warmly, until they ſheered off (ſeeming to be ſatisfied with what they had got) without having done us any conſiderable damage; but in our hurry, we had caſt off the tow; and while both we and the ſloop were engaged, ſhe dropped aſtern of the privateers and we loſt ſight of her; and not knowing but they were French, we ſuppoſed they had taken her, which drove Captain

Cummings

Cummings, almoſt to diſtraction; as it would have reflected much diſgrace on his conduct, and expoſed him to a court martial: However we ſaw and gave chaſe to a ſail next day, which proved to be one of them; and bringing her to, ſent our boat on board, with a Lieutenant, who reprimanded the Captain for his behaviour; but he hailed us, and told our Captain to order his Lieutenant on board again or he would throw him overboard, ſaying, his commiſſion was as good as his; and being conſcious of his diminutive force, he was juſtifiable in taking all advantages. However we ſaw no more of the Antigua till we ſaw her in Engliſh harbour with two maſts, being rigged into a brigg. Nevis, when viewed in one direction, reſembles a ſhip under her courſes and top-ſails, and from thence derives its name. It is under the orders of the Governor of St. Kit's.

St. Kit's, or St. Chriſtopher's, derives its name from Chriſtopher Columbus, its firſt diſcoverer: It lies 18 leagues W. by N. from Antigua. Though the interior parts are mountainous, and yield but little except wood and ſome fruits, yet the vallies and plains, which lie towards the ſhores, are exceedingly fertile, and produce a proportionate quantity of ſugar, rum, coffee, cotton, &c. The chief town is called Baſſeterre, or beſt land; it affords one of the moſt beautiful perſpective views I have

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ever ſeen, when beheld from a convenient offing at ſea, it being ſurrounded with cocoa-nut trees and tamarind-trees, &c. which (as in all countries within the torrid zone) have a perpetual verdure. The trees do indeed caſt their leaves, but they are never deſtitute; for while ſome are falling off, others are ſhooting forth: Add to this the various cotton plantations and ſugar-cane plats, interſperſed with wind mills, &c. all which render it delightful. As ſugar is the chief product of all the American iſlands, known by the name of the Weſt Indies, it may not be diſagreeable to ſome readers to have a particular account of it, and how it is brought to perfection. It grows ſomewhat in the form of wheat when in the blade, but much larger; the canes, when full grown, being many of them 4, 5, or 6 inches in circumference; and from 5 to 7 or 8 feet in height. When it is fit for cutting, they do not reap it down and gather it into barns as we do the produce of our lands in England, but cut it and immediately take it to the mill, which is always made to go with the wind, and is conſtructed with one main poſt, which runs perpendicular from top to bottom, and turns upon its heel: This poſt is ſhod or cogged with iron, about 2½ or 3 feet in length, and has two ſide poſts cogged in like manner, on either ſide one, which are placed ſo near the main poſt as to lock into its cogs on either ſide, and be turned round by it. Between theſe cogs

the

the ſmall ends of the canes are entered by the Negroes, ſo that the mill draws them through, and ſqueezes all the juice out into a ciſtern, whence it is conveyed by a ſpout into a furnace, and runs from that into another, where it boils to the conſiſtence of what we term raw ſugar. It is then put into a veſſel which has its bottom full of holes, with a reſerver underneath it, into which the molaſſes drain; part of which is put into caſks for exportation, and the reſidue is diſtilled into rum. The manner in which the Negroes catch monkies in the mountains here, may afford amuſement to ſome: They take a cocoa-nut and make a hole in the end large enough for the monkey to put in his paw; then looſen a quantity of the nut in the ſhell, and lay it in a track where the monkies frequent; and when one of them comes, he will put in his fiſt and graſp ſo much that he cannot pull it out again; ſo that he is ſhackled with the cocoa-nut, and will ſuffer himſelf to be taken before he'll quit his hold. Baſſeterre bay is very large and commodious, and being well ſheltered by the S. E. point of Nevis, is a very good and ſafe road for a great number of ſhips, except in the hurricane months, when the wind veers round to other points of the compaſs, and then no place in the Weſt Indies can be deemed perfectly ſafe; for which reaſon it is always thought adviſable to leave the iſlands before the hurricane ſeaſon ſets in. To the weſtward

of

of the promontory which bounds the leeward extremity of this bay, there is an excellent watering place called Old Road, but the ſurf running ſo high, renders it ſo difficult of acceſs, that the long-boats are obliged to lie off at grapnels; and when the waterers have filled their gang-caſks, they are forced to ſwim them off by puſhing them before 'em to the boats, where they either hoiſt or parbuckle them in. There is alſo a pretty good watering-place at Sandy Point on the weſt end of the iſland, from whence the inhabitants of the neighbouring iſland of St. Euſtatia get a ſupply of that neceſſary article, having very little of their own. This iſland and Montſerrat afford the beſt water of any of the leeward iſlands for keeping at ſea or otherwiſe. The currency here, and at Antigua, Montſerrat, Nevis, and Tortola, is 50 per cent. beneath ſterling; and at Barbadoes and Jamaica, 25 per cent. beneath it; ſo that there, 1s. paſſes for 15d. and here for 18d. or 18 dogs. This iſle is fortified wherever it is acceſſible, but the principal place of ſtrength is Brimſtone Hill. One dark night, having got near one of the forts, they fired at us; and not being able to make them underſtand by our ſignals what we were, they continued to annoy and alarm us for ſome time, till by ſtretching off ſhore we were out of their reach, without receiving any other damage than the carrying away of our main top-maſt ſpring-ſtay and ſome running-rigging.

Carthagena is ſituate in South America, although it lies in north latitude; for the two continents, or rather peninſulas, are connected together, and the boundary of each is fixed by the iſthmus of Darien, between Porto-Bello on the N. E. and Panama on the S. W. It is the principal place in the Spaniſh ſettlements on that part of the main called Golden Caſtile, which borders on the Caribbean ſea, and is built at the upper extremity of a commodious harbour, into which the entrance is very narrow, and fortified on the larboard ſide by Bucha Chica caſtle, and on the ſtarboard ſide by St. Joſeph's fort; both which are of prodigious ſtrength, but were reduced by Admiral Vernon in 1740, which gave him admiſſion into the harbour, yet he was not ſucceſsful in his enterprize againſt the town. It is healthful to ſuch as have acquired a habit of bearing heat, having a good air and dry ſeaſons. The adjacent country is varigated with hills and vallies; and on an eminence at ſome diſtance from the city, there is a large nunnery, called Mother-o-poop, whither the opulent amongſt the beſieged removed their treaſure during the fore-mentioned ſiege, it being deemed impregnable from the fortifications that were erected on that occaſion. The coaſt abounds with excellent tortoiſe; and as theſe are creatures but little known to ſome people in England, I ſhall therefore give ſome deſcription of them. They are of four ſorts, one of which, as it

always

always abides on ſhore, is called the land-tortoiſe: The other three are denominated as follows, viz. the hawk's-bill, green, and loggerhead-tortoiſe; the latter of which is very groſs, and if ſubſiſted on long together, would cauſe blotches and cutaneous eruptions; but the hawk's-bill and green tortoiſe are very delicious food; the fat of the latter is like marrow, but green as graſs, from whence it derives its name. They are incloſed in very herculian ſhells, except the head, neck, and ſome of the hinder parts, with the fins, which are but ſlightly guarded againſt harms. The head reſembles that of a parrot; the neck, that of a lamb; and the fins (which are four in number) are like a hand without a thumb and the fingers webbed together, having ſtrong and pointed nails: With theſe they walk when on ſhore, and ſwim when in the water; for being amphibious, they can live either on land or in water, as they pleaſe: When they are turned on their backs, eſpecially aſhore, no creature is ſo helpleſs, as they cannot by any means whatever recover themſelves; and when taken, frequently ſubſiſt many days on a ſhip's deck without receiving any other refreſhment than the waſhing their eyes with clean ſalt water, and will mourn and ſhed tears. They ſubmit to the knife as a ſheep does. The ſhell may be disjointed with a knife: The back ſhell conſiſts of 13 pieces of various and beautiful colours, and the belly ſhell is a fine ſtraw-

coloured yellow. They are ſaid to be fiſh, fleſh, and fowl; the firſt, from their going in the water and ſubſiſting on ſea weeds; the ſecond, from their coming on the land and eating graſs; and the latter, from their females laying eggs, (though they are without ſhells, having only ſtrong rinds) which they cover with ſand and leave them to hatch by the warmth of ſol's prolific beams, forgetting that a foot might accidentally cruſh them. Theſe amphibians, when ſmall, are called chickens; but when full grown, they weigh from 5 to 7 cwt. apiece; and their ſhells are ſo ſtrong, that they would bear a great weight without hurting them. Fourteen of theſe and two bullocks were given us at each time of our being here. Parrots are very numerous here, particularly thoſe of the green colour, commonly called main-birds: They fly about in covies as pigeons do in England, and with as little moleſtation. Here is alſo ſome grey birds which talk as well or better than the green ones, but not like the African parrots. The inhabitants conſiſt chiefly of European-Spaniards, Creoles, and Indians; the whole computed to about 40000 ſouls. When we firſt came to anchor in Bucha Chica road, a Portugueſe youth, who had begged a paſſage of Captain Cummings while we lay at Greenwich in Jamaica, preſented himſelf on the gangway when the boat was manned to go aſhore; and being reſtrained by the Sentinel, he turned to the Captain and began

to

to exclaim, O Signior Captine, me ſtar paſſengier, me vamus etterra, me ſtar paſſengier; but was anſwered, get along, you raſcal; and on his inſiſting that he was only a paſſenger, the Captain ordered him to be put into the bilboes and kept a priſoner during our ſtay and alſo at our return, but was let out to work in the day-time, it being underſtood that he had eloped from his Maſter at Philadelphia, and ſo was deemed a fit perſon to ſerve his Majeſty. While we continued here, two Spaniſh guarda-coſtas (a frigate and a xebeck) ſailed paſt us, bound on a cruiſe in the bays of Honduras and Campeachy.

Porto-Bello, or Port Deſire, though but a little detached from Carthagena, is very different with reſpect to air and weather; for the atmoſphere being always impregnated with humidity along this coaſt, the rains are almoſt perpetual, which cauſe the rich ſoil to produce abundance of ſpontaneous fruits and vegetables, the greateſt part of which periſh on the ground for want of gathering; as the inhabitants conſiſt of little more than a garriſon ſupported by government, and conſequently don't wiſh to work; and the Indians are kept at a diſtance.—Of what value would theſe pine-apples, cocoa-nuts, melons, &c. be in ſome places, which here are ſuffered to rot and help to manure the ground, which is naturally as prolific as a dung-hill or hot-bed! This place is never troubled with hurricanes,

hurricanes, nor can it even be ſaid ever to blow ſo much as a gale of wind; but the inceſſant rains, and the exhalations raiſed from the ground occaſioned by an almoſt vertical ſun, generate fevers, fluxes, &c. ſo that Admiral Hoſier, who formed a long blockade in 1738, fell a victim to them, together with a great number of brave ſeamen, while he was, by his orders, reſtrained from aſſailing the place with 20 ſhips of the line, while matters hung in ſuſpenſe between the two nations; notwithſtanding it ſurrendered to Vice Admiral Vernon on the 22d of November, 1739, who, in concert with Commodore Brown, had only 6 ſail of the line, a 20 gun ſhip, and a ſloop, under their joint command, beſide a number of land forces. While we remained here, the garriſon was in continual alarm from ſome of the Indians who had appeared in force in the vicinity of the town, and had alſo intercepted ſome of their caravans on the road from Panama, cut off the men, and carried away the mules with their loading. Here are alſo abundance of parrots; likewiſe monkies and marmoſets, which live upon the ſpontaneous fruits in the woods. As we were leaving the harbour, the two guarda-coſtas afore mentioned were coming in there from their cruiſe, with an Engliſh ſloop-prize they had taken in the bay of Honduras, (ſhe being engaged in the force, or bucaniering trade) ſome of the poor priſoners hailed us, and bid us farewel! expecting to be

conveyed

conveyed across the isthmus into some part of Peru, "and, there be plung'd in mines, forget a sun was made!!!" Not that they could so forget; but by being confined in a deep cavern of the earth, and excluded the benefit of the sun's genial rays, or even the least gleam of natural light, the sun was thenceforth for them made in vain. This is the worst kind of slavery—to be consigned to wear out the sad remains of a wretched life in delving for treasure to enrich and ornament others; and when worn out with labour and ill treatment, to be interred amongst the rubbish, and there forgotten!

Jamaica was discovered by Columbus, and in part taken possession of by the Spaniards, and afterwards Hernando Cortes and some other Spanish commanders, who found excuses for extirpating the native Indians, and subduing the whole island to the dominion of the King of Spain; but Admiral Penn and General Venebales, commanding the British forces serving under Oliver Cromwell, took it from the Spaniards in the year 1655. Port Royal was once the capital, but it was almost ruined by an earthquake in 1692, and its remains nearly destroyed by a dreadful fire in 1702, so that the Governor's residence was removed to Spanish-Town; but now Kingston is the capital. Besides these, there are several towns of considerable importance, such as Port Anthony, Savannah-la-mar, &c. and Port Royal,

Royal, although it has ſuffered ſo much, and loſt ſo much ground that large ſhips now ride at anchor where part of it ſtood, yet it is flouriſhing in proportion to the ſize of it; and, commanding the entrance into Kingſton harbour, and being the arſenal for the King's naval ſtores, together with a good yard and wharf for heaving down ſhips of any rate, it is ſtill of the greateſt national importance. This town, as well as the other Weſt India cities and towns, is in part built of wood and covered with ſhingles, and many of the houſes have no glaſs windows. The iſland, which is by far the greateſt colony in the Weſt Indies ſubject to his Britannic Majeſty, (though much leſs than the neighbouring iſlands of Cuba and Hiſpaniola) is divided into 16 counties, moſt of which are rich, well planted, and populous: In ſome parts, indeed, there are mountains of a ſtupendous height; in particular thoſe in the middle of the iſland, called the blue mountains, from the clouds reſting below their ſummits: But theſe produce large mahogany and cedar trees, together with ſome logwood; and the levels are exceeding fruitful, yielding the fatteſt canes in the world, and conſequently their ſugar and rum are the beſt. Beſides which, it produces great quantities of cocoa, cochineal, indigo, cotton, coffee, pepper, ginger, pimento, tobacco, &c. great quantities of which are yearly exported to England, Ireland, and America. They alſo carry on a conſi-

derable

derable trade in log-wood brought from the Moſquito ſhore, which traffic is ſometimes carried beyond its limits; it produced the war with Spain in 1739. Here are alſo tropical fruits of all kinds, in great plenty, with variety of vegetables, &c. Here they have many artificial ſalt-ponds, where the earth being taken away about 12 or 14 inches below the ſurface of the ſea, and parted from it by a ſmall ridge, through which the water is let in to fill the pond, it is there congealed by the heat of the ſun, and dried to the conſiſtence of ſalt. In the mountains, the air is ſerene and healthful; but in the plains, and other parts, it is far otherwiſe; for the ſea-breeze generally dying away in the evening, it falls a flat calm, and in about two hours after, is ſucceeded by a land-breeze, which is exceeding ſultry, and renders the night leſs ſalubrious than the day; for on the return of the ſea-breeze about 10 o'clock in the morning, the brisk air is ſo refreſhing that the Negroes call it the Doctor. Sometimes this breeze will continue for 3 or 4 days together, and then it is termed the fiery ſea-breeze, becauſe it blows hard at ſea and prevails againſt the current of land air. This iſland has repeatedly ſuffered great damage by hurricanes, whereby ſome plantations have been nearly deſtroyed, and ſhips have been carried from their anchors in Port Royal harbour quite upon the plain on the back of Greenwich hoſpital, and left there at the falling of the

water when the ſtorm abated and the flood ſubſided to its former courſe. In October, 1780, the lee-ward part of the iſland ſuſtained much injury by a hurricane, particularly about Savannah-la-mar and Cumberland County; for the relief of which, the Britiſh parliament voted 40000l. In ſome of the rivers, and particularly Black river, there is a great number of alligators, which are nearly in the ſhape of a newt or lizard, but are large and voracious, ſo as to kill and devour a man in a very little time. They are, when full grown, from 12 to 16 feet long; have 4 ſhort legs, a long tail, a prodigious wide mouth, very canine teeth, and are all over ſet with ſtrong ſcales, ſo as to be almoſt impenetrable by a muſket ball. They are amphibious creatures, and can live in either air or water for a time; but if they catch any prey in the water, they cannot eat it there, becauſe they have no gills as a fiſh hath: They are much like a crocodile, and ſome ſay, only differ from it by the movement of their jaws in taking their food; the crocodile working the upper jaw, and the alligator the lower one. Here is alſo another creature which greatly reſembles theſe, called a guana, but much leſs, and always lives aſhore: They are ſometimes eaten by the ſlaves. Upon the coaſt, and in the bays and harbours, there are a great number of ſharks: Theſe are a rapacious kind of fiſhes, and alſo man-eaters; ſome of them are 16 or 18 feet long; they have a very keen appetite,

petite, but ſlow at taking their prey; their teeth, of which they have ſeveral rows, are very ſharp, and reſemble thoſe of a whip ſaw: They are of two kinds, one of which are called white ſharks; theſe always ſwim on or near the ſurface of the water; and the other, blue or ſhovel-noſed ſharks, which lie at the bottom, and ſeldom appear but when ſome prey preſents itſelf to view. A boat overſetting one day under the Marlborough's ſtern, one of theſe ſprang up and bit one of the men in two before aſſiſtance could be got. And once coming off from Greenwich to Port Royal in the long-boat, with a freſh ſea-breeze, I had like to have ſhared a ſimilar fate; for one of the men having loſt his hat, we put the boat about for it; and by reaching to catch it as we paſſed, I had well nigh launched overboard head-foremoſt, and proved the truth of what I here aſſert concerning blue ſharks, there being great numbers of them in the harbour. There are many land crabs in the ſwamps, which will ſcratch through the earth into the graves of the dead. The inhabitants are compoſed of Europeans, Creoles, Muſtees, Mulattas, and Negroes; but here, as well as in all the other Weſt India iſlands, the greateſt part are people of colour, there being perhaps ſix of theſe to one white, including ſoldiers; yet notwithſtanding their ſuperiority in number, they are often ruled with much rigor. The manner of puniſhing them at the wharfs for crimes

beneath

beneath the cognizance of the Magiſtrate, is as follows—They ſeize a ½ cwt. to each foot, and then laſh both hands together, which they likewiſe faſten to the wheel of a ſetting crane, by which they are ſtretched to their full length, ſo that they cannot ſhrink from the ſtroke: They then whip 'em with platted thongs which they call a cow-ſkin: This is continued during the Maſter or Superintendant's pleaſure; and it is then ſucceeded by flogging with ebony buſhes, which reſemble our gooſe-berry buſhes in England, till their ſkins are filled as full of pricks as a porcupine is of quills; and when theſe are extracted, the poor wretch is left full of bleeding wounds to emit the blood. I have ſeen ſome of them ſtand at liberty to receive their puniſhment with ſuch invincible reſolution, as not to ſhrink or ſtir in the leaſt degree, though they have been cut to the bone; while others have borne it with quite a different temper and deportment. This iſland is fortified wherever it is deemed vulnerable; but the greateſt attention has been paid to the fortification of Port Royal harbour; and even if the outward works ſhould be carried by an aſſailing force, there are ſeveral ſtrong batteries on the left hand by the ſalt-ponds; in particular, one almoſt level with the water's edge, on which is mounted 12 thirty-two pounders, called the 12 Apoſtles or ſpecial meſſengers. The two midſummer days here are the 10th of May and 2d of Auguſt; and during the

ſhorteſt

ſhorteſt ſpace of time between theſe periods, which is 85 days, the earth has but a traverſe of 11 deg. 38 miles; I mean while the ſun's declination exceeds this parallel of latitude; in the middle of which ſpace is the longeſt day, which is about 13 hours and 46 minutes: And in the longeſt ſpace of 280 days, ſhe makes a traverſe or tranſit of 82 deg. 18 miles: In the middle of this period, (while the earth is in cancer and the ſun in capricorn) is their ſhorteſt day, which is 10 hours and 14 minutes. When it is 12 o'clock at London, it is only 53 min. and 28 ſeconds paſt 6 in the morning here; ſo that while the inhabitants of Jamaica are getting their breakfaſts, thoſe of London are about to ſit down to dinner.

Charles-Town is not only the chief town in the province of South Carolina, but the principal place of trade, from whence the produce of the country is exported to England and other places. It is ſituate on a point at the fall of Aſhley river; it ſtands low, and the adjacent parts are alſo low flat land, and much of it ſwampy, ſo that it produces plentiful crops of rice, which will not grow unleſs it be watered; hence a dry ſeaſon, in a rice country, occaſions ſcarcity, and ſometimes famine. This is one of the ſtaple commodities of the country; beſides which they have of late years raiſed a great deal of indigo. They alſo export large quantities

of deer-ſkins, as this province abounds with thoſe creatures, veniſon is much more plentiful, and of leſs eſteem, than in many other places. They have likewiſe abundance of horned cattle, ſheep, and goats, ſo that proviſions are generally plentiful and very cheap; yet they were wont to make rice ſupply the place of bread, eſpecially for the ſervants and ſlaves. Intenſe froſts are never known here; ſome froſt indeed they have, but the ice ſeldom exceeds the thickneſs of a half-crown piece; neither have they any ſnow, yet it is unhealthful; for as the land is low and full of freſh water lakes, rivers, and ſwamps, it makes a change of wind pernicious; as when it blows out of the ſea, it is very hot, particularly in ſummer; but if it ſuddenly ſhift and blow off the land, the effect of ſuch change is preſently and very ſenſibly felt; for the cold, in a few minutes, chills the blood, and frequently cauſes agues, fevers, and fluxes. While the coloniſts were ſubject to the avaricious views of our Engliſh merchants, every article of cloathing was ſcarce and dear, and moſt of the people in Carolina were glad to content themſelves with ſuch garments as they could procure, while decoration in dreſs was out of queſtion. The inhabitants conſiſt of Europeans, deſcendants from Natives of Europe, Indians, and Negroes, with ſome who are of the half blood, or Mulattas, &c. The money, unleſs altered in value, is ſo much below ſterling, that an

Engliſh

Engliſh ſhilling goes for 7s. and a Spaniſh piſtarine for the ſame; 4d. for half a crown currency, and 1½d. for a ſhilling; ſo that their currency is 700 per cent beneath the lawful money of Great Britain. Charles-Town harbour is ſpacious, being a kind of large cove almoſt land-locked, and receiving the falls of Aſhley river, Joſeph's river, and Cooper's or Hob-coe river; but the navigation is conſiderably impeded by a bar at the entrance between Sullivan's iſland and the main, where there is not above 3½ or 4 fathoms of water at the beſt tides, which never riſe high. Oyſters are ſo plentiful about the harbour, and eſpecially Dog-iſland creek, that they throw them on heaps to rot, and then burn the ſhells for lime, which is excellent.

Dublin is the metropolitan city of the kingdom of Ireland: It is ſituate on the banks of the Liffay, over which there are ſome fine bridges. The ſtreets are ſpacious, the buildings ſtately and magnificent, and the cathedral is dedicated to St. Patrick: Beſides which, there are many very neat pariſh churches; alſo a fine caſtle, a guild-hall, tolsel, manſion-houſe, and a ſuperb college which has ſcarcely its equal in the world; likewiſe two houſes of parliament, where the Peers and Commons of the realm aſſemble for the diſpatch of public buſineſs, under the auſpicious authority of the Lord Lieutenant or Vice-roy, whoſe reſidence is in the caſtle,

caſtle. This city is opulent and populous as well as ſplendid, and might vie with even London itſelf in point of commerce, was it not for their navigation being rather incommodious, on account of a bar, on which there are not more than 9 fathoms of water, or thereabouts, at high water, and often a great ſwell when the wind is eaſterly, which renders it dangerous, and even almoſt impaſſible in a gale: Notwithſtanding, when a veſſel is over the bar, ſhe is ſafe, as there is a good pier built from King's-end to the bank on the ſouth ſide of the channel; and on the end of the ſaid bank is a floating light, to give direction in the night. The cove or harbour within the pier is called pole-beg, and on the ſouth ſide the river at the lower part of the town, are ſeveral good quays, known by the names of John's, George's, Auſtin's, coal and cuſtom-houſe quay, where there is often a great many veſſels, in particular colliers of Whitehaven, Workington, and Cockermouth; but King's ſhips and thoſe on quarantine are obliged to lie without the bar in the bay between Dunlary and the Hill of Hoath, which is badly ſheltered. The inhabitants of this city, and indeed of Ireland in general, are courteous and humane, as touching many things, ſuch as relieving the wants of their fellow-creatures, and other acts of hoſpitality; but when provoked, they are fierce, cruel, impatient of revenge, bloody, and well-nigh ſavage; not regarding the life of a man more than

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that of a beaſt, or even a reptile of the moſt malignant nature. The river running through the city, divides it into two almoſt equal parts, north and ſouth; they are ſometimes diſtinguiſhed by liberty and ormon, which terms originated from that memorable conteſt which once ſubſiſted between the citizens, on a plan and propoſals being formed by the Britiſh legiſlature, and offered under the adminiſtration of the Duke of Ormon, for aboliſhing the Iriſh parliament, and bringing Ireland into a ſtrict and cloſe union with Great Britain; on which, part accepting, and part excepting againſt the propoſals, a dangerous faction broke out, which was attended with ſerious conſequences, and threatened worſe: Butchers turned out with cleavers; carpenters with handſaws and axes; and others with pitch-forks, fire-pokers, &c. making no ſpare of thoſe they met with of what rank or age ſoever, if they were not of their party, or had not their watch-word; and where this conteſt would have ended, God only knows, had not the propoſals been withdrawn. In one of theſe rencounters, the parties met on a bridge, where ſo many were ſlain and thrown over into the Liffay, that it obtained the name of bloody-bridge. The chief Magiſtrate is ſtiled Lord Mayor, and the ſubordinate ones, Aldermen, Common-Council Men, &c. The chief manufactures of this metropolis are ſilks, poplins, cottons, and linens, which they export in great quantities to different parts of the world.

Cork may, in ſome reſpects, be called the ſecond city in the kingdom, and in point of commerce, perhaps the firſt; eſpecially ſince the trade of Ireland is no longer circumſcribed by acts of the britiſh parliament: It is far inferior to Dublin, yet it is large and populous, though many of the houſes, eſpecially in the ſuburbs and out parts of the town, are mean to a proverb. Its manufactures are poplins, linens, &c. and in the adjacent parts of the country there are kept large dairies for butter, ſome of the graziers keeping 150 or 200 cows; and great numbers of horned cattle and hogs are bred and fed: They ſlaughter and cure abundance of proviſions, and export beef, pork, and butter, for the ſupply of great part of our Weſt India iſlands, his Majeſty's royal navy, and the Eaſt India company's ſhips, &c. the place being favoured with a very uſeful and eligible navigation; yet veſſels of more than about 300 tons burden cannot get up the quays, but take in their lading at Paſſage, a village ſituate on the river 5 miles below the city: And 2 miles lower, is a very large and commodious lough or cove, entirely ſurrounded by land except a ſmall entrance, and ſpacious enough to hold a very numerous fleet at ſafe anchorage, it being the beſt and moſt extenſive harbour in the kingdom; although thoſe of Kinſale and Limerick are very large and ſafe for great ſhips, and partly rival this place in merchandiſe. But notwithſtanding their trade and commerce,

merce, the ſtreets abound with beggars; and if you ſtop in the public parts of the town, you are ſure to have a ſhoe-black bruſhing at your feet; for in the country adjoining, as indeed throughout the province of Munſter, and perhaps the greateſt part of Ireland, the lands lying chiefly in great men's hands, numbers of people who have not trades are deſtitute of employment, and ſubſiſt on little elſe than ſcrahauns and butter-milk, in inland places; but by the ſea ſide, they get herrings and other fiſh to eat with their ſcrahauns, i. e. potatoes, if they can procure a boat to catch them in. Many of their huts or houſes are only a mud wall run up about 5 or 6 feet high, and covered in at the top with ſtraw or potato tops, having a hole in the ſide which ſerves for the uſe of a door, window, and chimney, which is barricaded in cold weather with a faggot. The fire is uſually made in the middle of the floor, the ſmoke aſcends through the thatch, and the family ſit round to warm themſelves, ſome almoſt naked except a piece of blanket wrapt round them, and barefoot, unleſs the Maſter and Miſtreſs have either of them a pair of brogues, which are a ſort of ſhoes, but ſewed with thongs inſtead of thread. Thoſe who are ſo rich as to get a pig or cow are ſtill under the diſagreeable neceſſity of letting it have one ſide of the fire; the family inhabiting one end of the houſe, and the cattle the other: Their beds are likewiſe of one ſort, viz. ſtraw. I do not aſſert this from hear-ſay, having

having had ocular demonſtration of the facts. On the north ſide of the cove there is a ſmart little town which bears the name of Cove, or the Cove of Cork: Lying here in the winter of 1760, with the Hawke, Fox, and Boſcowen, Eaſt Indiamen homeward-bound, our Officers were ſomewhat concerned in ſmuggling India goods from them; and as the cutter was coming down from Paſſage with the Doctor, the wind taking her aback, ſhe overſet, and he launched overboard head foremoſt, (being faſt aſleep) as ſhe was going over, and was drowned: The reſt getting on the boat's bottom and calling for aſſiſtance, were heard from a merchant ſhip and taken off. The boat was alſo ſaved, only ſhe had loſt her oars. One day after this, our Captain, Lieutenants, and Maſter, with Captain Hume of the Fox, &c. going aſhore in the barge and cutter to ſhoot game, after ſpending the greateſt part of a winter's day to little purpoſe, we drew near the manſion of Mr. Fitzgerrald, a noted gentleman of an opulent fortune, who had given our gentlemen an invitation to ſupper: The boats' crews were alſo called in and placed at the ſecond table, which was ſpread with plenty; but I and another going in after the reſt, were placed at a table by ourſelves, where we were regaled with only herrings and potatoes. We had undoubtedly reaſon to be thankful for ſuch hoſpitality, yet we could not help envying our ſhipmates, whom we ſaw entertained with roaſt beef, mutton,

mutton, fowls, greens, &c. However we would not be ſo rude as to refuſe what was ſet before us, not yet remove to the other table, but were at a loſs how to unravel the myſtery; inferring from it, that the ſervants ſuppoſed us prejudiced againſt fleſh on that day, it being Friday, becauſe we ſtayed behind till called a ſecond time; but men of war's men are never ſo ſuperſtitious as they might imagine. The currency of Ireland is under ſterling, ſo that an Engliſh guinea goes for 1l. 2s. 9d. a half crown for 2s. 8½d. and a ſhilling for 11d. The nobility, gentry, and commonalty, dreſs much as they do in England, only the women of the latter claſs ſeldom wear ſtays, hats, or pattens; and many of the men wear brogues inſtead of ſhoes.

I ſhall ſay no more of Liverpool than that it is an exceeding fine town, ſituate on the north bank of the river Merſey, and the third mercantile ſea-port in the kingdom, (although the navigation is difficult by reaſon of the ſands at the fall of the river ſhifting by the force of the tides) becauſe my reader may have an opportunity of viſiting it without venturing himſelf within the thickneſs of a four-inch plank of a watery grave.

The Iſle of Man is a ſmall iſland ſituate in the Iriſh channel in an angle, between England, Scotland, and Ireland, the chief town of which is Caſtle-

town;

town; but Douglas having a tolerable good bay, is the moſt populous, and has the greateſt trade, being a ſafe road for large ſhips. This iſland was formerly a refuge for rogues, and a neſt for ſmugglers; as the former were out of danger from ſheriffs' officers, and the latter from tide-waiters; it being a place of free trade, and not ſubject to our laws, except for capital crimes. The title of royalty or king, in Man, with ſome revenue, was for many years enjoyed by the Stanley's family, earls of Derby; but the male line of that family becoming extinct, it was transferred to the Duke of Athol by a female branch of the Stanleys' marrying into the Murrays' family: And in the beginning of the preſent reign, the royalty was given up to his Majeſty, and the iſland made ſubject to the laws of England. The inhabitants are called manxmen; their language ſeems to be a compound of Herſe and Iriſh, as a manxman can underſtand either an Highlander or Iriſhman.

Quebec is the capital of the vaſt province of Canada in North America: It is ſituate on a point between the river St. Lawrence and the north river, where the latter river falls into the former. This capital ſurrendered to the Britiſh forces employed againſt it under the joint command of Generals Wolfe, Townſend, and Murray, and Admirals Saunders, Durel, and Holmes, on the 18th of September, 1759; though before it was taken poſſeſſion of by

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the victors, the command of the land forces devolved on General Townſend by the death of the brave General James Wolfe, who expired on the bed of honour from a wound he had received at the beginning of the attack on the plain of Abraham. For the particulars of the ſiege, I refer my reader to Dr. Entick's hiſtory of the German war, and only ſay, that this once ſplendid city remained in a ruinous condition, having ſuffered very much from the bombardment and cannonading of the Engliſh during the ſiege; and having again been beſieged, in the courſe of the winter, by the French, who had not only battered the back parts of the town which had eſcaped the ſhot and ſhells in the former ſiege, but by erecting a battery of heavy ordnance on the ice in the river, had done much additional damage to the front of the buildings; ſo that there remained only the bare outſide ſhells of ſtately ſtone-built houſes, while every thing combuſtible about them was conſumed; and ſcarce one public or private building in the place left tenable, except the nunnery and convent; the former, after releaſing the nuns, being converted into an hoſpital for the Engliſh ſick and wounded ſoldiers, and the latter into a magazine for the ſtores and proviſions. Theſe, and ſome few more which ſtood but little expoſed, were left entire, while the reſidue were either made ſkeletons, or their ſides perforated by the ſhot and pieces of ſhells, ſo that they might be ſeen through;

and

and large concave places like horſe-ponds might be ſeen in the ſtreets, where ſhells had fallen and danced about before they burſt. The Governor's houſe ſtanding on an eminence much expoſed to the beſiegers, exhibited a ſtriking ſpectacle, being quite full of holes the whole length of the wall.—Such are the effects of that diabolical traffic, war!!! A little below the citadel, is a remarkable water-fall, where the whole ſtream of the river Merancy, being about 100 yards wide, falls off Montgomerancy at leaſt 60 feet perpendicular into the river St. Lawrence, the noiſe of which may be heard many leagues off. The river is navigable for ſhips of the largeſt draught of water, as high as Quebec; for frigates and merchant ſhips, as far as Trois Riveris; and for ſmall craft, to Montreal; whence they bring abundance of furs and peltry. The water purging itſelf by its continual flux and reflux, is perhaps the beſt river water in the world, except the Thames, particularly for keeping ſweet at ſea. The tide runs very rapid, eſpecially on the ebb, as it receives the fall of many ſmall rivers, and the conflux of the lakes Champlain and Ontario, ſo that it ordinarily runs at about 9 or 10 knots; and in ſome of the ſtraits, ſuch as that between coudre and the main, ſometimes at the rate of 12 or 14. The current deſcending from lake Ontario has in its courſe ſeveral falls from rocks of conſiderable height, one of which is, perhaps, the greateſt in the univerſe.

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The cold here is ſo intenſe in winter, that the rivers are always frozen up (notwithſtanding the rapidity of the tides) ſo as to bear almoſt any weight; and ſnow is frequently as high as the walls; and to prevent the inroads of the French while they were inveſting it, the men were, with infinite labour, obliged to throw it away in the nights, by which many of them loſt the uſe of their hands. Canada produces great quantities of excellent grain, in particular, wheat, barley, and maize; alſo vegetables: Many parts of it abound with wood and timber, ſuch as fir, pine, live-oak, and ſpruce; the latter is of two ſorts, viz. white and black; the branches of which make good beer. In theſe woods are found wild beaſts of various kinds, and ſome reptiles of an enormous ſize. The inhabitants are a mixture of French, Engliſh, and Canadian Indians, who, reſpecting habit and ſentiment, partly adhere to the cuſtoms they have been wonted to; yet in articles of cloathing, they need ſomething of a better defence againſt the cold in winter than we; their ſeaſons being much more ſevere, although they are not ſo far north. This province is rendered conſiderable by its commerce, the chief article of which is furs, which they purchaſe of the Indians, whoſe itinerant tribes travel about for the purpoſe of hunting; ſometimes carrying with them ſlight materials to erect wigwams where it beſt ſuits their convenience; though often their ſquaws and pickininies,

i. e. wives and children, are deſtitute of any other ſhelter than what a thick buſh affords them. In winter they ſcreen themſelves from the cold by the uſe of bear-ſkins and beaver-ſkins, which alſo ſerve them for bedding in the night as well as cloathing in the day, always uſing them with the fur ſide next their ſkin; but at other times they go naked, painting their ſkins green, when the trees are verdant; and brown, when the leaves are off; to correſpond with the woods in which they range; accounting clothes an incumbrance. Some of them wear a bob at their noſe, and moſt of them ſlit the flaps of their ears and decorate them with plumes of various colours. In their ceremony of marriage, the man preſents the woman with a haunch of veniſon, in token that he will provide meat by hunting in the woods; and ſhe, in return, gives him a full head of maize, to ſignify that ſhe will plant, and ſo ſupport him and their pickininies with bread; and thus the wedding is completed without any more buſtle or expence, as they ſeldom have a houſe, and conſequently need no furniture; for being at beſt but fugitives, and wood being plentiful wherever they ſojourn, it is eaſy to erect a wigwam to ſerve their preſent occaſion; and when they pleaſe, they abandon it, and remove to another place they like better; and that they may not be impeded in their route by the rivers, they conſtruct canoes of birch bark and a ſmall matter of wood, ſewing them with fibres, and

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peying them with gum: Theſe are light enough to make them portable, ſo that having ferried themſelves over one river, they carry the canoe along with them to another. They are very alert and active; exceeding fond of liquor; and when inebriated, revengeful, vindictive, and cruel; ſo that when their ſquaws perceive them to have got too much, they hide all their knives and other offenſive weapons, leſt they ſhould, in their fury, murder either them or their pickininies. If a family has loſt any relations in battle, they are not ſatisfied till they have revenged the loſs in the deſtruction of as many of their enemies. They are of a dark cedar-colour complexion; mostly eat raw fleſh; and when in want of proviſion, will go out and ſhoot a deer or other beaſt, and cut a piece and eat it while it is warm and tough; leaving the reſt for the wolves and bears to eat. My continuance here did not afford me the opportunity of an immediate acquaintance with them, and their way and manner of life; but I obtained a very minute and particular account of them from Mr. George Abel, the yeoman of our ſheats, who had been 18 months a priſoner amongſt them, and had travelled about with an Indian family. An old man and his two ſons belonging to a war-like tribe, which had covenanted with the French to ſerve in the war, on condition that if one or more of them fell in battle, the relations of each family reſpectively ſhould have their

numbers

numbers made up again from among the priſoners, if they took any: And George, ſerving on the lake Ontario with Captain Leforey, late Admiral Sir John Leforey, was taken at Oſwago and given by the French to replace a youth of the above mentioned family, who had been killed by Captain Leforey's ſloop, in the engagement. His adoption into this itinerant tribe expoſed him to the greateſt hardſhips imaginable, being painted, obliged to eat raw meat, &c. and many times enduring cold, hunger, and fatigue; but the moſt he ſuffered was from the Indian father's reſentment for refuſing to have his ears ſlit and decorated with plumes, as a neceſſary qualification for him having the young ſquaw an only daughter, who was paſſionately fond of him, and her brother alſo was his true and faithful friend; ſo that when ever the old man aſſayed to ſcalp him, which was very often, they reſcued him by getting between him and their father, whoſe behaviour they watched attentively when he had got drink. But at length on coming to Montreal, he remonſtrated with the Governor on the hardſhip of his caſe, being entitled to better treatment as a priſoner of war to the ſubjects of the moſt chriſtian King, &c. and was taken from them and put into priſon; which being perceived, they ſet up a crying, and made ſuch a tumult as obliged the guard to remove him into another priſon, and allow them to ſearch for him until they were weary; and finding themſelves cheated,

cheated, they went away yelling: After which, he was ſent down to Quebec, where he obtained leave to work in the ſmall craft, till the men of war ſailing, brought him to Breſt; and after remaining ſome time priſoner there, he was ſent thence in a cartel veſſel and preſſed at Dartmouth before he landed. Before I take leave of Quebec, I ſhall take notice, that having a leiſure hour, I, with two others of the boat's crew, went to the nunnery, which not being wanted any longer for an hoſpital, was reverted to its former uſe, to as many of thoſe ſequeſtered virgins as choſe that kind of retired life, who were allowed protection and by no means to be moleſted, but at full liberty to diſpoſe of themſelves as they pleaſed, and were not under the ſuperintendency of any prieſts or father-confeſſors, &c. as before. This building is very large and ſpacious, having an elegant chapel adjoining, to which the nuns could at any time go without the inconveniency of going out of doors. On the back ſide of it was a commodious garden and orchard, into which theſe recluſe maidens ſometimes retired for recreation, under the inſpection of their matron; but theſe were ſurrounded by a very high wall, ſo that the poor girls were entirely cut off from any ſociety or converſe with, and almoſt from the ſight of any perſon of the contrary ſex, except thoſe men of extraordinary ſanctity the prieſts, friars, father-confeſſors, &c. and on neceſſary occaſions, a phyſi-

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cian or ſurgeon, when either health or limbs were in danger. The front of the building was ornamented with an emblematical piece of carved work, being the figure of a young woman having a dart ſtuck in her breaſt, to repreſent, I ſuppoſe, the anguiſh and extreme mortification of a keen though fruitleſs deſire corroding the mind, without any, even the moſt diſtant proſpect of ever having that deſire gratified. Along the front was a large portico or piazza, the entire length of which was a kind of bulk's head inſtead of a wall: In this barricado were ſeveral holes or kind of ports, of different ſizes, and in thoſe were a ſort of hollow tubes or veſſels, having two entire ends with only half a bulge, which were ſo fixed as to turn round in the holes in ſuch a manner, that when the convex or round ſide was outward, it entirely blocked up the ſpace, and when the concave or hollow ſide was turned out, thoſe on the outſide might put any thing (not too large) into it, and turning it round they could get it on the inſide; but when any of theſe were about half open, a perſon might peep in, and even converſe with thoſe who were within. We perceiving a rope hang out, pulled at it, which ringing a bell, ſoon brought one of the nuns; who opening a port, aſked what we wanted? we ſaid, to ſee the place; but ſhe not knowing what we meant, went away; and returning, brought a little girl who ſpoke very good engliſh: On her aſking our buſi-

neſs,

neſs, he ſaid, to buy ſome artificial flowers, by way of excuſe; and on the young woman's retiring to fetch ſome, we begged of the little girl to aſk leave for our admittance into the houſe: She ſaid, I dare not, for the nuns will beat me; but if you go round the corner and turn on your right hand, you will find a door open, and may come in if you pleaſe. On the the young woman's returning, ſhe ſhewed us many curious flowers of various ſorts, very dexterouſly wrought indeed: We aſked the price of ſeveral, but not wanting any, they were all too dear; and at length being weary of ſuch bad cuſtomers, ſhe retired with them. We, according to the information received from our little friend within, purſued our intended excurſion; and finding the door open, went in; then going up ſtairs, viewed firſt one ſpacious apartment and then another, all of which were then deſerted, and only ſome lumber left in them, till at length we came to a very large room where a grave old matron ſat teaching ſome girls, among whom was our little interpreter: On our appearance, the old lady roſe up, and with ſeeming very great indignation, bid us be gone; and on our appearing not to underſtand what ſhe ſaid, (for ſhe ſpoke french) or if we did, not regarding it, ſhe was exaſperated to the laſt degree, and threatened to make her remonſtrance to the Commodore; on which we, to avoid any diſturbance, withdrew, leaving the old woman raging; and I

have

have never ſince enquired how ſhe ſettled. Before I take my leave of this place, I ſhall obſerve, that theſe nuns are ſuch as, either by their own voluntary choice, or by their parents' arbitary diſpoſal of them, are ſecluded, as afore mentioned, from any intercourſe with any but their own ſex except as above—As though ſequeſtration from an object was ſufficient to kill innate deſires, or take away an habitual paſſion of the mind, and deſtroy the natural appetite of the body; a proof of the contrary is evident to a demonſtration, from the great tenderneſs ſhewn by thoſe of them who acted as nurſes to the ſick and wounded while the nunnery was an hoſpital; and the major part of them accepting the overture of liberty held out to them by the conquerors, as well as great numbers of them marrying among the Engliſh ſoldiers.

Hamburg is ſituate on the river Elbe, and is a city of ſome conſequence in the mercantile world, having a conſiderable ſhare of trade with this and ſeveral other countries of Europe: It adjoins to Low Germany and Denmark, yet is neither ſubject to the Emperor nor the King, but is a free city and a ſmall common-wealth of itſelf; always obliged, like other little republics, to obſerve a ſtrict neutrality, let whoever will be at war; ſo that the want of power preſerving peace, and promoting induſtry, becomes at once the means of accumulating and keeping

keeping wealth as well as domeſtic happineſs and reſpectability with its neighbours.

Batavia is the chief city in the iſland of Java, and the emporium of all the Aſiatic trade of the Dutch Eaſt India company, as alſo the rendezvous of their ſhips, where they arrive firſt from Europe and take their orders from the company's Commodore; who, as chief director of their extenſive commerce in India, ſends them thence, ſome to the Grooht Oſte and Klyne Oſte, and others to Japan, China, Malacca, Bengal, Sumatra, Ceylon, Nagapatam, Poulacat, various parts on the gulph of Perſia, and on the coaſt of Malabar, with almoſt every other part of Aſia. Moſt of the ſhips ſo ſent out return hither again richly laden with the produce of the places to which they were reſpectively ſent, which is landed and lodged in this grand depoſitory of commercial wealth, from whence it is again ſhipped for the Netherlands. The city is very extenſive; the houſes are built on handſome conſtructions, large, and with ſpacious windows, neatly glazed, in front. They are of brick and flat tile, and generally without chimnies; ſo that there are no complaints of ſmoky houſes; for the air being always hot, there is no need of artificial warmth. For cooking and other domeſtic uſes, they have ſmall out-houſes in their yards, and ſome make their fire out of doors for ſuch purpoſes. The ſtreets are not paved, but

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are very ſpacious; all the principal ones of which have a canal, navigable for boats, running down the middle of them, ſo that they have water-carriage to ſteps facing their doors, with ſtreet-room enough on either ſide, and bridges at the junction of the croſs-ſtreets: And on each ſide many of theſe canals, there is a row of trees, which form agreeable ſhades; where benches are fixed for gentlemen to ſit to drink and ſpend their evenings. Here is one large, and three ſmall churches; to the former of which a poor perſon is hardly ever admitted. The bazar, or market-place, is very large and commodious, being moſt of it covered in with ſhades; it is always well ſupplied with meat, fiſh, fowls, fruits, and vegetables, which the ſhades preſerve in good order, otherwiſe the ſun and wind would ſoon ſpoil them. The citadel is encompaſſed with a wall and a ditch, with very heavy artillery mounted on the ramparts quite round it; and at the mouth of the canal, on the north ſide cloſe to the water, they have a ſtrong fort, which they call the water-caſtle, that commands the road; and in this, as well as the town, they have always a powerful garriſon, ſo that they deem the place almoſt impregnable; and their ſoldiers, when on their poſts, require homage from thoſe who paſs them. The road is ſafe and capacious enough to hold, perhaps, half the Britiſh navy at ſafe anchorage, being environed with a number of ſmall iſlands, which they call after the

names

names of ſome of their towns, &c. ſuch as Amſterdam, Rotterdam, Fluſhing, Middleberg, Edam, Sceidam, Cooper's iſland, Lazarus's iſland, (where they have an hoſpital for incurables, and a burying-ground) and Ondroſs, or Onruſt, (where they have a very good arſenal of naval ſtores, with a wharf and every thing neceſſary for careening and heaving down ſhips) They have alſo ſtore-houſes, &c. on Cooper's iſland, which is hard by Ondroſs. Theſe iſles not only ſhelter the road, but ſupply the town with tortoiſe, with which they abound; while the inland waters ſwarm with large alligators, as voracious as any in the world. In this road the company's ſhips take in their cargoes, which are brought down in ſampans and tanipores. They have generally two pretty large fleets ſail from hence every year, the latter of which they call the ſygar-ſchips, i. e. ſugar-ſhips, becauſe they always have a quantity of ſugar and coffee on board, which they ſtow in their bottoms for dunage, to ſecure the more valuable articles from damage; the reſidue of their loading conſiſts of black and white pepper, cloves, mace, cinnamon, nutmegs, fine cotton, various kinds of drugs, and Japan copper, which is nearly as fine as gold; with ſome teas and raw ſilk; but their china trade is ſomewhat limited, on account of a piece of fraud and villany they were detected in by the Chineſe manderines at Wampoa. They ſeldom bring any quantity of arrack home,

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leſt it ſhould ſpoil their Geneva diſtillery. This fleet ſails about the latter end of October or the beginning of November; and as ſoon as the General and Commodore have reſpectively made up their ſeveral and joint accounts for the paſt year, they ſend them off in a ſingle ſhip, which they call the brief ſchip, i. e. the packet or letter-ſhip: This veſſel ſails in February or March, and is ſometimes ſo late as to be obliged to beat round the Cape in the depth of winter, when the wind is moſtly contrary; yet the current generally ſetting in her favour, renders it practicable; nay, they will lay to in a gale of wind while the weather-current carries them round; for the harder it blows from the S. W. the ſtronger the ſtream runs, as before ſhewn. The Dutch Eaſt Indiamen are moſt of them 1400 or 1500 tons burden, and can mount 40 or 50 guns each in caſe of neceſſity. Batavia river is no better than a canal, there being not more than 5 or 6 feet of water on the bar, and very little tide, which occaſions their dragging the boats and other ſmall craft up with horſes. The ſtreets abound with neat hackney coaches, which are drawn by beautiful pairs of little ſtallions, and drove by Blacks or Malays. Rice boiled dry is much uſed here, as a ſubſtitute for bread, and good water is a very ſcarce article. The inhabitants are a compoſition of Europeans, Malays, Chineſe, black Portugueſe, and Caffrees; I ſhall ſay a little of each in order—The

Europeans

Europeans are moſt of them Netherlanders, with ſome few of almoſt every other nation: Theſe are very differently ſituated; the Governor (who is alſo Generaliſſima of the company's forces) takes as much ſtate, and affects almoſt as much grandeur as any ſovereign prince in Europe; inſomuch that when he in his carriage meets another gentleman, he requires him to ſtop, alight, and ſtand bare-head while he is paſſing. He has command of all their different corps ſtationed in their ſeveral Indian ſettlements and factories, and ſuperintends all their cantonments, poſts, and movements; having the direction of all their military operations in this quarter of the globe; and to him the ſeveral returns of every ſubordinate governor and military commander is made, and by him tranſmitted to the court of directors in Holland: His continuance in office is 3 years, and while in that ſtation he is aſſiſted by a ſecond commandant, whom they call Vice-Gall or Sub-Governor. The Commodore too is in great power; and this port being made the centre of all their eaſtern commerce, he not only directs the whole of it, but holds the inferior officers in the greateſt ſubmiſſion; ſo that when he goes on board of a ſhip to give his orders, he is met at the gangway by the Captain, who ſtands with his hat off all the while he is on the quarter-deck: He is aſſiſted in his office by a Vice-Commodore, and ſometimes a third in command, whom they call Vice-Vice-

Commodore. The European grandees here wear light ſuits reſembling their reſpective mother countries, with this difference, that in the cold fens of Holland and the other united provinces, they are glad to keep their hats on their heads to prevent a running at the noſe; but here, they walk in the ſtreets with them under their arms, to avoid the trouble of frequently taking them off, as it is cuſtomary for them to bow to every gentleman they meet or paſs; and to avoid the diſagreeable effects which might ariſe from this, they have each a black boy or man, who walks behind them and carries a kediſall over their heads; and woe be to any of them if they ſuffer the ſun to ſhine on the face of their maſters: The kediſall is a ſort of large umbrella, fixed on a long ſtaff to enable the kediſall-boy to vary his poſition as occaſion may require. Here are very few white women, conſequently thoſe few are much eſteemed, and have great attendance; they are ſeldom ſeen in the ſtreets except in a carriage. The officers and ſoldiers are obliged to wear their reſpective uniforms, notwithſtanding the inconvenience of ſuch habiliments, in extreme hot weather. The mates and petty officers belonging to ſhips in the road frequently wear full ſuits of light clothes, except ſhirts, which they ſome of them go without, although they wear two pair of breeches, with gold or ſilver buttons in the waiſtband linked together like thoſe for a ſhirt ſleeve; but the

common

common matroſſes, i. e. ſeamen, many of them wear only a cap and a pair of trowſers, except what we were wont to call a Batavia jacket, viz. a ſun-burnt ſkin: Numbers of theſe poor fellows fall a ſacrifice to the climate, and the rigorous treatment of their officers; I have ſeen ſome of them, for trifling offences, ſtand between two Quarter-Maſters, who, with each a piece of 2¼ inch rope, beat them on the back, ſtroke for ſtroke, like thraſhers, till they have fallen at their feet—this they call the bel-ſlahn. Their proviſion is generally ſo bad and ſcanty, that they expend their wages in adding ſomething to it. They are engaged variouſly; ſome boys at 5 guilders per month, for 9 years ſervice; others at 7 guilders, for 7 years; youths and ordinary ſeamen at 9 guilders, for 5 years; and able ſeamen, &c. at 12 guilders, for 3 years; but often when their time is drawing to a concluſion, the Commodore will order them on board ſome ſhip bound to Amboyna and Banda, or to Japan, &c. ſo that being abſent when the fleet ſails, they miſs their turn, and muſt wait ſome future opportunity. Their outward-bound ſhips moſtly carry about 500 men, including ſoldiers, (who are releaſed at the expiration of 5 years) and ſeldom muſter more than about 100 when they leave the country to return. The Malays are the natives of this and ſome of the neighbouring iſlands; they are in general of a middle ſtature, well proportioned, ſtrong made, and would be extremely handſome if

nature

nature had been ſo profuſely bountiful as to bleſs them with as agreeable complexions as the natives of ſome of the northern nations of Europe, yet though they are not fair, neither are they black, but a kind of reddiſh brown or copper-colour: They are robuſt and very active, making good ſoldiers. Some of the men wear light thin clothes, agreeable to their climate; while others wear only a kind of ſaſh round their loins, ſo diſpoſed as to cover their nakedneſs; it is moſtly a piece of cotton cut off the web and wrapped round them, and the end tucked in to faſten it. The women wear a ſort of ſingle petticoat and ſhort waiſtcoat without ſleeves, or but very ſhort ones, and no ſhift; They are never troubled with cleaning their ſhoes, neither have they ever any corns on their feet; nor do they affect to appear with a head much larger than nature intended, for their decoration is very ſimple; they oil and comb their long black hair, then thruſt a pin 4 or 5 inches long through a lock on the crown, and then roll the hair round under the pin ſo as to make it lie flat and reſemble a ſmall truck. The Chineſe, who compoſe a conſiderable part of the inhabitants of this populous city, and eſpecially of the ſuburbs, are the deſcendants of thoſe of that nation who fled hither firſt as refugees when their own country was inveſted by the Tartars, and afterward ſettled and became naturalized Javans, rather than ſubmit to the Tartar princes and Tartarian laws

laws when China was conquered by the great Cham of Tartary, who, on that acquiſition, obtained the magnificent title of Cham of Tartary, Emperor of China, and King of 10000 iſlands. Theſe people differ much from the former, as their make and conſtitutions are not ſo hale and robuſt; but their very frame and appearance ſhew weakneſs and indigence; their complexions are ſickly, and exhibit a moving image of death, the colour of their faces being like the pale part of lignumvitæ; yet they, like the reſt of the human ſpecies, over-fond of themſelves, ſuppoſe they are extremely beautiful, and will accordingly ſay to Europeans, "you want pretty face, you bring pretty face." The men pluck the hairs from their beards, leaving only here and there a ſtraggling one on their chins; ſhave their heads very clean all over except a ſingle lock on the back ſide of the crown, which they let grow to its full length; and generally go without hats, though ſome of them wear one of a very aukward conſtruction; They keep the nails of their two middle fingers pared cloſe, but never pare thoſe of the thumb, fore, and little fingers, except it be ſuch as cannot ſuffer them to grow on account of their employment. The women wear a thin petticoat and a looſe gown, but ſeldom any thing of covering for the head except what nature has furniſhed them with: They oil and comb their hair, and wear it in ſleek and looſe treſſes. Thoſe of both ſexes wear a

kind

kind of ſhoes, or rather ſlippers, which would be perfect ſhackles on the feet of an European. They are an induſtrious, lively, and active people, notwithſtanding the delicacy of their conſtitutions, and exceedingly ingenious in many uſeful manufactures: They always write in characters or ſhort hand marks, each repreſenting a word; yet ſome ſay they have more characters in uſe than their language contains words: They uſe India ink, and always hold their pencil in the hand as we do a ſlick, with the thin edge of the hand downward, and begin at the top of the page, writing down to the bottom. They, and indeed their whole nation, a few excepted, are a ſet of the moſt accompliſhed thieves upon the face of the earth, the Ruſſians and Tartars not excepted; they ſteal, and encourage others to do ſo; they buy ſtolen goods, and take every advantage in buying, ſelling, &c. to cheat, go beyond, and defraud any perſon they have concern or dealing with: Knavery is ſo prevalent and habitual among them, that they will plead cuſtom for it inſtead of law, as one of them once did with Commodore Anſon at Wampoa; who, after receiving repeated favours from the Commodore, had employed ſome of his ſervants to ſteal a top-maſt from under the ſtern of the Centurian; and on the Commodore's expoſtulating with him about ſuch a diſingenuous piece of behaviour to his benefactor, he excuſed it by the cuſtom of his country, ſaying, "Chinamen very great

great rogue truly, but have faſhion no can help." Yet however they may be diſeſteemed by others, they eſteem themſelves the wiſeſt people in the world, and value themſelves greatly on this very account, as though they thought all other nations and people fools in compariſon to themſelves. They uſe ſerpents very much in their paintings, and in the form of their vanes at their maſt heads; alſo portray large eyes on the bows of their veſſels, &c. as hieroglyphics of their ſuperior ſagacity above others; from whence they ſay a Chinaman has three eyes, a Dutchman two, and an Engliſhman one. They are not in any wiſe a martial people, but as on the afore mentioned principle they make haſte to be rich, by uſing every means, fair and unfair, they frequently accumulate much wealth: And as their Dutch governors love money as well as they do, and pay as little regard how they come at it, they might perhaps as well have ſubmitted to the new form of government in China at the revolution; for when they have collected an abundance of treaſure, the Dutch generally pretend ſome information or ſuſpicion of conſpiracy or treaſon againſt government, which they make the ground of a quarrel; and have ſometimes carried it ſo far as to exaſperate the Chineſe into a tranſport of rage, until at laſt, after having ſmoked bang and opium ſufficient to benumb their ſenſes and feelings, and carry them on almoſt to a degree of madneſs, they, under that ſtupor and

rage,

rage, would murder any perſon they met in their way; and then, after pronouncing their watch-word, amuck! amuck! they have actually made inſurrection, and killed or maimed ſome perſon or perſons in the ſtreets; which overt acts have been deemed ſufficient to confirm their ſuſpicions, (though at firſt neither founded on truth nor juſtice) and to juſtify them in falling on the inſurgents and cutting them off by military execution, and ſeizing on their property as confiſcated by their rebellion. The black Portugueſe are, by extraction, Moors and Gentoos, but have been brought to embrace chriſtianity by the Portugueſe miſſionaries, as well as to have learned ſomething of that language, which is in part ſpoken all over India; ſo that if a man can ſpeak portugueſe, he may find ſome who can underſtand him on any part of the continent, and in moſt of the iſlands; Theſe people are free, and follow trades, habiting themſelves like the Dutch, amongſt whom they dwell. The Caffres derive their denomination from Caffria in Africa, the natives of which country have ſhort woolly hair like the Negroes, although theſe are moſt of them ſlaves imported from Madagaſcar and Johanna: With reſpect to their dreſs, I ſhall only ſay, they do not go entirely naked as many ſlaves do in our Weſt India iſlands; and from the manner in which they treat their ſeamen, I will leave my reader to infer how theſe are treated by their maſters. This is not a place of free

commerce,

commerce, but entirely in the power of the Dutch East India company, and under the governance of their General and Commodore; ſo that no merchant or other perſon can trade in the city, or even in the parts adjacent, without a licenſe firſt had and obtained from the ſaid officers reſpectively, enabling them ſo to do. Here are 12 arrack-houſes or diſtillaries, and as this ſort of liquor is peculiar to this part of the globe, I ſhall ſay ſomething about it: It is diſtilled from rice, molaſſes, and cocoa-nut wine or milk, (which is a liquid contained in the middle of a cocoa-nut) and is as fine and wholeſome as any rum, and of a better flavour, though on account of its cheapneſs, it is often drank too freely, and hurts European conſtitutions: I have bought it at Chineſe punch-houſes for two ſtivres a bottle, and large quantities may be purchaſed cheaper. There is a great deal of it made at Goa, by the Portugueſe, and at Columba, by the Dutch, but none to equal that at Batavia, either for ſtrength or flavour. The monſoons here are not ſo much periodical winds as wet and dry ſeaſons, the former of which ſometimes laſts from September till April, when the rains fall in abundance, attended with thunder and lightning; but the trade-wind moſtly prevails in its due courſe in the day-time; yet I have known a weſterly wind continue for 6 or 8 weeks together, and ſometimes very variable; at other times, in particular during the dry monſoons, the ſea-breeze

dies

dies away in the evening, and a ſultry land-breeze ſucceeds a ſhort calm, and continues till about 10 o'clock in the morning, when the ſea-breeze comes in and blows ſtrong, which is ſo refreſhing that it may be called the doctor with as much propriety as at Jamaica: Before this breeze gets ſtrength, and particularly during the night, the people are very much annoyed with moſquitoes, (little inſects like our gnats or midges) which prevent them from ſleeping; and ſometimes the bite of one of them has, by being ſcratched, become an ulcer; and their venom is ſo very ſharp, that it is ſcarely poſſible to avoid it: This I have ſeen; and have been told, that they have ſometimes cauſed the amputation of a limb; for here a very ſlight hurt will often occaſion a wound, which may get malignant, and ſometimes fatal, as the blood is diſordered and ſcorbutic, which may be attributed to various cauſes; firſt, the land adjoining to the city is very low and flat, and almoſt covered with wood, which hinders the air from having a free courſe; and the ground is nitrous and impregnates the air with vapours, and the water with an ill flavour and noxious tincture: Secondly, at the diſtance of only 37 Dutch miles, there grows the tree called, in the Malayan language, bohan-upas, which I ſuppoſe is the moſt poiſonous plant in the world, as it entirely deſtroys the vegetation of 394240 acres of land which lie round it within the diſtance of 14 miles; its gum will

affect

affect steel, and the Malays in this island and Sumatra, Borneo, &c. with several places on the continent, have their warlike instruments touched with it, so that the slightest touch will affect the blood and cause almost instant death; and when those instruments are once inflated with it, they will have the same fatal effect many years afterward: The effluvia arising from this tree impregnates the air so as to kill birds flying near it, and may help to render the whole island unhealthful: And thirdly, as the sun's rays have never any more than 29 deg. 41 min. obliquity in their direction, the atmosphere is always very hot; and when he is vertical, as on the 9th of October and 4th of March, it is intensely so; which days happening in the wet monsoons, great exhalations are raised from the nitrous earth, which conspire to ruin the constitution and destroy life. Twelve Dutch miles from this city, toward the straits, is the town of Bantam, which was formerly the capital of the island, at which place a number of English were cruelly massacreed some years ago: It is still a good town, though of but little trade, notwithstanding its bay is large and safe for a considerable fleet. Although the interior parts of Java form an empire and several kingdoms, yet the Dutch, by being in possession of Batavia and Bantam, absolutely give law to and accumulate the wealth of this flourishing and extensive island; for they arbitrarily demand its productions at their own

price,

price, as they generally do wherever they extend their influence in this part of the globe, and indeed ſcarce ſtick at any thing that may facilitate their aggrandizement and dominion: It produces various ſorts of ſpice, and the low lands that encompaſs the city abound with excellent vegetables, and tropical fruits of all kinds, particularly anniſes or pine-apples, and mangoes, which grow ſpontaneouſly; and the cocoa-nut tree is here made to ſerve for many uſes, although in many places where they are plentiful, they ſerve but few: The tree itſelf is porous and ſpongy like the cabbage-tree, and only fit for making faſhines after it is cut down, but while it is growing, they tap it, and catch the juice it emits, which while freſh, ſerves for barm to raiſe bread; when it is a day old, it is tolerable good beverage; and when 3 or 4 days old, it is indifferent vinegar: Of the ſhells they make cups, ladles, and other utenſils; and of the fibres of the outward huſks they make threads, and work them into caiau cables, hawſers, and other cordage, and even light ſails for boats and prooas, as well as mats, &c. for domeſtic uſes; and the kernel, as well as the milk, is uſed in victuals ſeveral ways. Some of their prooas here are built on ſo nice a conſtruction, that they will ſail at the rate of 24 miles an hour. The feathered tribes here are numerous; the greateſt rarities amongſt which, are the white cockatore or crocator, which very much reſembles a tropic-bird,

only he has a beautiful crown of creſt on his head, and will talk like an African parrot; the lorie, which is the fineſt talking bird in the world, and of the moſt beautiful variegated plumage; and the paradiſe-fowl, which is alſo of various colours and very handſome. Of reptiles, there are none more common than the centipede and the ſcorpion, which makes it dangerous to ſleep on the ground—I ſpeak from experience, having been bit by the former, and ſtung by the latter, while aſleep. The ſun's zenith diſtance here, on the 21ſt of June, is 29 deg. 41 min. and on the 21ſt of December, 17 deg. 17 min. ſo that here is no ſuch thing as cold; and the latter of thoſe two days is here the longeſt day, which does not exceed 12 hours and 24 minutes. The ſun is on this meridian 7 hours, 6 minutes, and 52 ſeconds before he reaches the meridian of London; and 12 hours, 13 minutes, and 20 ſeconds before he is on the meridian of Port Royal in Jamaica; ſo that 12 o'clock here being only 53 min. 8 ſec. paſt 4 in the morning at London, and only 46 min. 40 ſec. paſt 11 on the preceding evening at Port Royal, we may ſuppoſe the ſeveral inhabitants to be very differently engaged; for ſuppoſe the Aſiatics to be getting their dinners, the Europeans would be ſome aſleep and others getting to work, and the Americans but lately gone to bed. While we lay at Cooper's iſland in the Panther, having occaſion to go to bury a man on Lazarus's iſland, it happened that all our

boats were employed away from the ſhip, and the gunner of a country ſhip coming on board occaſionally, we borrowed his boat for that purpoſe; and having got the corpſe into her, four of us, a midſhipman, and two Laſcars who belonged to her, put off; and on coming along ſide a little wharf at the landing-place, two of our men ſtepped on ſhore to take hold of the coffin; and letting the Laſcars to hold the boat to, one forward and the other abaft, I and the other man were about to lift it up; and treading on the thwarts with ſuch a weight in our arms, cauſed the boat to heel, by reaſon of which the coffin had like to have touched the Laſcar in the ſtern-ſheats; on which he inſtantly letting go the ſtern-faſt, the boat ſwung off; and to avoid falling overboard ourſelves, we were obliged to let the dead man fall into the water; however we recovered him and got him aſhore, but were incommoded all the way to the burying-ground by the water running out of the coffin down our backs; and when we had performed this laſt office of reſpect to our deceaſed ſhip-mate, on returning to the jetty we found the Laſcar ſomewhat recovered from his fright: Some would think it was but a ſmall matter for the coffin to have touched the man; but he would almoſt as ſoon have loſt his life, as he would thereby have loſt his caſt or religion, and have been eſteemed no better than a beaſt or reptile. Have we no ſuperſtition in England?

Port

Fort St. George is ſituate on the coaſt of Coromandel, and at about two miles diſtance is the town of Madraſs-a-Patnam, as it is called by the natives, though we call it Madraſs: It is the principal place on this coaſt belonging to the honourable united Eaſt India company, and indeed it is their chief ſettlement in India, except Calcutta and Bombay; the former in the kingdom of Bengal, and the latter on the coaſt of Malabar: The laſt mentioned place, though not of ſo much importance for commerce, is yet of very ſingular uſe to the company for the convenience of building and docking their ſhips of war and grabbs, which are eſſentially neceſſary for the defence and ſecurity of their poſſeſſions in this part of the globe, and to protect their trade againſt the Marahtas and other pirates about the coaſts. The town of Madraſs is well fortified, and has often repelled the force of numerous aſſailants; and the fort, in which moſt of the Europeans reſide, is alſo a fortification of very conſiderable ſtrength, but the ſea is almoſt ready to undermine it, as it alſo invades the whole coaſt; for the ſurf runs ſo high and beats ſo hard on the beach, that it keeps perpetually waſhing away the ground, ſo that ſhips now ride at anchor where the bazar or market was once kept. This road is the rendezvous for his Majeſty's ſhips on the Coromandel coaſt, and is a very good anchoring-ground, but being badly ſheltered, is unſafe in the monſoon time, which obliges them to retire to

Bombay

Bombay or Trincomale during that ſeaſon, if war do not prevent: There is ſcarce any bay, but it is almoſt like riding in the open ſea; and at the fine time of the year the ſurf runs ſo high and impetuous, that it is not practicable for a boat to land with any degree of ſafety, except the maſula-boats, which are built on a very peculiar conſtruction, and of ſuch materials as render them flexible, and ſo very pliant as to yield to the beach when they ſtrike on it, ſo that they are able to bear thoſe ſhocks that would daſh any other boat in pieces: They are generally wrought by Lafcars and Cooleys, who can ſwim well; and a ſhip's boat coming to a grappling, they take the paſſengers from her and land them; in order to which, they pull the maſula-boat in, and when ſhe touches, they jump out, ſome on each ſide, and bearing her in their arms, launch her upon the beach clear out of the ſurf: Theſe boats are wide and deep, being made of very tough materials, and ſewed together, and the maſula-men are very dexterous in managing them. As the fort is the principal reſidence of the Europeans, it contains many good buildings; and the Black Town too has a great number of elegant houſes in it, in which a many very opulent black merchants live in great ſplendor. His Majeſty's governor and the company's ſupreme council direct all the affairs of this country, and their officers ſurvey the weights and meaſures, and alſo ſtate the prices of every ſpecies

of

of provision that is sold in the bazar as well as what is carried about the streets. The adjacent country for many miles is low and flat, and affords very little wood of any sort; and as they have no other kind of fuel, except some kajan, it renders that article scarce and dear; yet the evil is not much felt, as it is very little wanted for more uses than to cook their victuals and order their clothes. Sometimes they have no rain for 5 or 6 months together, or at most, very little; but in the wet monsoons, it falls very heavy and for many days without much intermission: The ground does not burn in the dry weather, nor is it dirty in the wet. They have various kinds of fruits, but not in such plenty as in some other places on the coast; and at some distance in land there are rice-swamps, but much of that necessary article is imported from Bengal, from whence they also get some wheat, as other parts of India do from Surat and the Cape of Good Hope, yet rice generally supplies the place of bread, and if they had the convenient use of good mills to grind it on, it would make excellent bread, and serve every other purpose of the pastry cook. Here, and at several of the adjoining places, they manufacture and export great quantities of muslins, long clothes, handkerchiefs, gingams, and other sorts of cottons: These and other wearables and things reducible to that purpose are in general very cheap, because little will do, and some articles are not fit for exportation: I have

bought

bought a pair of shoes for 1½ fanams, which is only 4d of our money; and the chucklers, i. e. shoe-makers, hawk them about the streets and sell them at 2 fanams a pair, as a common market price. A pair of these shoes will last about two months in dry weather, but if it rain, it then becomes necessary to secure them from the wet, they being only made of sheep-skins badly dressed, and the soals of a piece of green hide coloured with beadle-nut; so that one shoe, worn in the wet, would soon expand to a size sufficient to hold both feet. Provisions are in general plentiful and cheap, so that you may have a whole sheep for a rupee, which is equal to 2s. 6d. of our money; and a chuckler may buy a sheep-skin for a doodee, 9 of which go for a fanam. The children of chucklers and other manufacturers are here religiously obliged to follow their fathers' respective occupations, on pain of losing their cast. When gentlemen and ladies are disposed to indulge themselves with an easy ride, they may be better accommodated here than in England, as they may make use of a nice machine called a pallenkeen, which is slung and carried on a bamboo on the shoulders of two men. This vehicle is so contrived, that the person can either sit up or lie down at pleasure. A little detached from Black Town is St. Thomas's mount, which is a considerable height, where tradition says, St. Thomas suffered martyrdom. The company have always a respectable force here, consisting

sisting of artillery and infantry, including a number of sepoy regiments, this being the place de-arms for all their territorial acquisitions on this side the peninsula. The sepoy regiments are mostly commanded by an English officer, and will stand by him till they are cut off to the last man. The inhabitants are a mixture of English and other Europeans, Malabars, Moors, Gentoos, Armenians, black Portuguese, Bramines or Bracmans, and some Cafres. With respect to their several modes of dress and appearance, they are various: White women being rarities in India, I shall say nothing of them: and the European gentlemen being many of them officers and soldiers, are obliged to wear their regimentals, while clerks and others wear light suits of Indian manufacture, but commonly resembling the mode of dress in their mother country. The Moors and Gentoo men wear large earrings long enough to turn up over the top of the ear, which they do occasionally; and turbands, such as are usually worn by the Turks, Arabians, and Persians. They wear no shirts, but drawers and long white gowns or vests, which reach down to their feet, and gird them round their waists with a sash or girdle. Their shoes are made to turn up at the toes, resembling those worn in Poland; some are red and others green. Some of the Lascars and Coolies differ only in one small article of dress from the garb in which Adam and Eve appeared in the

garden

garden of Eden; yet the Coolies sometimes besmear themselves over with cocoa-nut oil and beadle-nut dust, which they think adds to their comeliness. Many of the women wear only a piece of cotton cloth variegated with colours cut off the web, one end of which they wrap round them as a petticoat, bring the other part over their breasts, then over their shoulders, and tuck it in at their waists. The Gentoos are very ingenious and industrious, and many of their women would be exquisite beauties if they were not black, as they have handsome features and excellent hair, &c. The Moors and Portuguese are exceeding black, and of various features: And the Bramines are a sort of magicians or prognosticators, and a great deference is paid to their authority by many of the Asiatics, who reverence them, and strictly regard their prognostications as divine; nay even some Europeans have shewn much respect to some of their predictions; but some years ago, the governor of Nagapatam arrested two of these prophets as being false ones, and one of them was sentenced to suffer death by starving in a prison, and the other by being placed where a drop of water might fall on the crown of his head every 3 or 4 seconds, which brought on death by hydrophobia. The Bramines pay adoration to a voracious kite, and some of the afore mentioned people have Swamies, which they carry through the streets on elephants.

The

The Cape of Good Hope is ſituate near the ſouthern extremity of that country which was once known by the name of Ethiopia-exteria, but is now called Caffraria, though ſome limit this denomination to the country ſituate more to the eaſtward, and bordering on the Indian ocean: It is large and beautiful; the houſes are built low, and the walls waſhed with chinnam, which is much fairer than our ſpaniſh white, and moſt of them are thatched with a kind of black ruſhes, which ſerve as a foil to the walls, and add much to their beauty. The ſtaht-hoyſe or town-hall is a very elegant building, of a ſquare form, and flat roofed, ſituate in the middle of the ſtaht, i. e. the town, and the ſtreets ſpacious and regular. About a mile diſtance from the eaſt ſide of the town is an eminence of conſiderable height, called the table-land, which is an entire rock quite flat at the top, and many yards plumb on the ſide next the town, ſomewhat reſembling a table with a cloſe frame, from whence it takes its name. Off this high land the winds at times blow ſo impetuouſly, that they almoſt bear down every thing before them, which renders it neceſſary to build low, and keep the buildings in good repair. The promontary itſelf, which gives name to the place, is 35 miles to the ſouthward of it; and between it and the ſtaht there is a mountain of very great altitude and beauty, which, from the form of it, is called the ſugar-loaf; on the top of it they have a flag-ſtaff

erected

erected and keep a look out, and display their ſignals both to the town and ocean; and the height of this mount gives ſuch a proſpect, that ſcarce any thing in the offing can eſcape their notice. The bay is deep and very commodious, and abounds with fiſh of various kinds, and the adjacent country has not its equal in the world; it affords every ſubſtantial article neceſſary for the ſupport of life, grain of all ſorts in particular; great quantities of exceeding fine wheat, perhaps nothing inferior to the beſt in England. It abounds with choice vineyards, and affords fruits and vegetables of almoſt all kinds, not only ſuch as we call tropical, but ſuch as this and every other country in Europe produce. The Dutch boors, i. e. farmers, have extended their cultivation 500 miles up into the country, but are often alarmed by the natives, who rob their houſes and farm yards, &c. which obliges them to have a ſtrong guard. Horned cattle are plentiful and much uſed in the draught, which makes the beef generally coarſe. Their ſheep are very large, and of the Turkiſh kind; ſome of their tails weigh from 5 to 7 or 8lb. of entire fat, (which is ſometimes made into gee or butter) and are from 6 to 9 inches broad at the upper end. The mutton is generally about a ſtivre per lb. of 20 oz. and their wines, which are as good as any in the world, are white for 6d. and red for 8d. a bottle at the wine-houſes. Bread, fiſh, fruits, and vegetables, are proportionably cheap, and

always

always plentiful; but wood, the only fuel they have, is very dear: And clothing and other neceſſaries are obtained from Holland, which rather enhances their price. Here is the largeſt, moſt commodious, and elegant tyne or garden in the univerſe, which produces every kind of fruit, &c. in abundance; and where alſo the company have kept a great variety of extraordinary and curious beaſts and birds, particularly a number of oſtriches; and alſo many ſorts of ſerpents and reptiles: Into this tyne any ſtranger may be admitted, but is forbidden to touch any thing without leave, by an emblem fixed over the gate; which is a man ſtretching forth his hand to a tree, and another chopping his arm off with an axe. This country affords zibras and rhinoceraſes, the latter of which are ſtronger than an elephant; and although ſmaller, they are more hardy and robuſt: One of theſe being yoked to a ſhip that was overſet in the bay, drew her upright. The longeſt day here is the 21ſt of December, when the ſun's meridian altitude is 79 deg. 34 min. and the ſhorteſt day the 21ſt of June, when his zenith diſtance is 57 deg. 24 min. This place being in the ſouthern temperate zone, of courſe their ſeaſons are oppoſite to ours; the harveſt is moſtly got in January and February, and the vintage in February and March. The winter is never very ſevere, though they have both ſnow and froſt; but the winds frequently blowing from the W. and N. W. during that ſeaſon, renders it very unſafe

unſafe for a ſhip to lay in table-bay: Thoſe winds blowing directly on the ſhore, if her anchors do not hold her, there is no other alternative but inevitable deſtruction; on which account they ſtrike the flag-ſtaff on the 16th of May, and do not erect it again till the 16th of Auguſt, and during that interval do not ſuffer their own ſhips to come in on any account, but make thoſe outward-bound proceed to the bay of Falſe, and thoſe homeward-bound to Sandana bay, where each are ſafe, and can get ſupplies of what they want. The Cape being about 2100 leagues from Holland, and 1900 from Batavia, ſerves as a half-way houſe, and is of the greateſt utility to the Netherlands' company for victualling their ſhips and ſupplying their eaſtern colonies with wheat, wine, &c. and whence they bring ſome wines home to the Netherlands. The inhabitants conſiſt of Dutch, Germans, and other Europeans, with a number of Madagaſcarian and Cafre ſlaves; for a deſcription of whoſe manners, dreſs, &c. ſee Batavia; only this being ſituate in a higher latitude, requires ſome better defence to ſecure them againſt the cold. The natives are Hottentots, who, by the Dutch, are driven far back into the interior parts of the country: They are a people of the loweſt genius among the human race, (unleſs it be thoſe of Terra-del-Fuego) they are extremely indolent and ſlovenly, and have many ways ſo ſingular and altogether extraordinary, that I ſhall forbear to relate them, as my incredulous

countrymen

countrymen might from thence be led to doubt my veracity, I shall therefore refer them to the perusal of the accounts given by those gentlemen whose fortune and figure in the world give weight to their authority, and content myself with only observing that they have never more than two fashions, which commence and go out alternately every half year; in the summer season they go naked, and in the winter they use a sheep's skin, sewing up the shanks for sleeves, and wear it as a waistcoat, with the hair side inward, (for it scarcely can be called wool) to shelter them from the cold: A few of these live among the Dutch. The Portuguese were the first Europeans who discovered this country in exploring their passage to the East Indies, who, having coasted along shore a great many leagues, on passing the Cape, which they supposed to be the southermost point of the continent of Africa, and that now nothing remained to obstruct their proceeding to the eastward, exultingly called it Cape Bon Esperance, i. e. Cape of Good Hope, thinking that now they should soon arrive in the Indian ocean: They were not far mistaken; for Cape Falsa, which is the southern extremity of this continent, is only 4 miles more to the southward.

St. Helena is a little island in the southern atlantic, which being situate nearer the African continent than that of America, is called an African island:

It belongs to the Engliſh Eaſt India company, to whom it is ſingularly uſeful, as its ſituation renders it moſt convenient for their homeward-bound ſhips to touch at for water and other neceſſaries, and to refreſh their crews; it ſerves alſo for a rendezvous for them in time of war, where they uſually collect together and lie till a ſufficient force arrive to eſcort them ſafe to Europe: It is an entire rock farther detached from other land than any other iſland in the world; it is well fortified by nature, being inacceſſible for a boat every where but on the N. W. where there is a good bay, and a neat ſmall town called James-Town, which is exceedingly well fortified by art, and garriſoned with the company's forces. This iſle is a conſiderable height, and its cliffs are ſo full of large cavities, that a gun being fired in the bay, the report will echo from one to another as though 9 or 10 had been fired in ſucceſſion. The ſurface is rather flat, and affords tolerable good paſture for cattle, with ſome fruits and vegetables, in particular celery and callilue, which grow ſpontaneouſly, tho' ſome part of it is volcanic; but though they have cattle, they are chiefly confined to live on ſalt proviſions, by being obliged to furniſh King's ſhips and homeward-bound India ſhips with freſh meat during their ſtay here; ſo that bullocks' lights are ſometimes accounted a delicacy or extraordinary choice meſs: Neither can any man diſpoſe of his own property, but if he kill a pig, he muſt firſt acquaint

the Governor, who allows him what part he pleaſes out of it, then diſpoſes of the remainder amongſt the town's people, and returns the owner the money, every ſuch thing being reckoned public ſtock; yet the bay abounds with fiſh, which they may have for catching, ſuch as albacore, bonetta, conger, and mackerel, which are very plentiful, particularly the latter, but it requires to be uſed quite freſh, elſe it ſoon becomes very groſs, from the ground being copperiſh: They have alſo potatoes like burs, at 5s. per buſhel, or 1s. 3d. per peck. However this little fertile iſland cannot be equaled in the univerſe for its ſalubrious air and ſingular ſituation, although in the torrid zone; yet being in the midſt of the S. E. trade, they never want a refreſhing breeze, and on the other hand never feel the force of a ſtorm; and being high and ſurrounded by the ſea, they are always free from diſagreeable exhalations, miſts, and fogs. The inhabitants are either Europeans, native Creoles, or Madagaſcarians. Heavy cloathing is not wanted, and light clothes may be had cheap of ſeamen homeward bound, who want a little grog when they come on ſhore. All ſorts of money go here except coures, which go no where but at Bengal. The reader will ſee by the following table that the ſun's declination is encreaſed 16 degrees between the 22d. of September (when he is on the equator) and the 6th of November, (when he is vertical here) which is only 46 days, both included; and in the remaining

remaining 45½ days till he arrive on the tropic, he has only 7 deg. 29 min. difference of declination to make; which proves the earth's orbit to be an ellipsis as before obſerved, otherwiſe there muſt be a variation in her ſpeed.

Aſcenſion is a ſmall uninhabited iſland, which lies N. W. northerly from St. Helena, diſtant about 228 leagues; (for here a mile of longitude is as 58½ to 60). It was probably firſt diſcovered on aſcenſion day, from whence it derived its name; and although it is a ſteril ſpot, and produces hardly any thing of vegetation, it has its uſe, and is often touched at by ſhips navigating thoſe ſeas for catching tortoiſe and other fiſh, which are here very plentiful. The tortoiſes are caught thus:—A number of men go on ſhore and liſten for them coming in from the ſea, which they do in great ſhoals; and after ſuffering them to land, they run down ſo as to avoid their throwing ſand and pebbles in their eyes with their fins as they purſue them; and keeping from their heads to ſhun their biting, they put their hands under their ſhells and turn them on their backs, and leave them to purſue others.—ſee Carthagena. Report informs us of a tortler having fallen aſleep and been left behind when his ſhip was getting under weigh, who ſubſiſted on raw tortoiſe, drinking their blood when no rain fell, till another ſhip arrived at the iſland and took him on board.

The

The three following tables ſhew, firſt, the ſituation of the places I ſailed to or frequented, in rotation, as I came to them; where obſerve the letters N. S. E. and W. denote north or ſouth latitude and eaſt or weſt longitude, as they are differently annexed. Secondly, the time when the ſun is on any of their ſeveral meridians, either before or after he is on the meridian of London: The letters A. M. denoting afore mid-day at London, and P. M. paſt mid-day or afternoon there. And thirdly, on what days he is vertical or immediately over-head in the ſeveral places mentioned, which are ſituated within the torrid zone, which happens twice a year.

TABLE I.

	deg.	min.		deg.	min.	
Narva,	59	08	N.	29	18	E.
Elſinore,	56	00		13	23	
Ripperwick,	59	25		10	30	
Gottenburg,	57	42		11	44	
Coquet Iſland,	55	20		01	21	W.
Havre-de-Grace,	49	30		00	17	E.
Madeira,	32	25		17	21	W.
Barbadoes,	13	00		59	50	
Antigua,	16	57		61	56	
Montſerrat,	16	37		62	13	
Rodonda,	16	55		62	20	
Nevis,	17	03		62	42	
St. Kit's,	17	15		62	50	
New York,	41	05		74	52	
Port Royal,	17	40		76	37	
Jamaica, middle of,	18	08		77	31	
Carthagena,	10	27		75	21	
Porto Bello,	09	33		79	45	
Granadilles,	18	25		89	13	

Cape

	deg.	min.		deg.	min.	
Cape Florida,	25	50		80	20	
Charles-Town,	33	22,		79	50	
Dublin,	53	22		06	55	
Cork,	51	45		07	39	
Douglas,	54	07		04	42	
Beleiſle,	47	21		03	13	
Port L'Orient,	47	45.		03	18	
Quiberon,	47	31		03	05	
Louiſbourg,	45	54		59	50	
Quebec,	46	55		69	48	
Cape Race,	46	55		53	50	
Hamburg,	53	41		10	58	E.
Cape Pinas,	33	51		06	14	W.
Crocatoa Iſland,	06	08	S.	105	15	E.
Batavia,	06	12		106	43	
Edam,	06	08		106	37	
Prince's Iſland,	06	24		104	48	
Madraſs,	13	08	N.	80	39	
Cape of Good Hope,	34	30	S.	18	37	
Cape-Town,	33	55		18	39	
St. Helena,	16	00		05	33	W.
Aſcenſion,	07	57		13	34	

TABLE II.

	hq.	min.	ſec.	
Narva,	01	57	12	A. M.
Elſinore,	00	53	32	
Ripperwick,	00	42	00	
Gottenburg,	00	46	56	
Coquet Iſland,	00	5	24	P. M.
Havre-de-Grace,	00	1	8	A. M.
Madeira,	00	9	24	P. M.
Barbadoes,	03	59	10	
Antigua,	04	7	44	
Montſerrat,	04	8	52	
Rodonda,	04	9	20	

Nevis,

III.

	ho.	min.	sec.	
Nevis,	4	10	48	
St. Kit's,	4	11	20	
New York,	4	59	24	
Port Royal,	5	6	28	
Jamaica, middle of,	5	12	12	
Carthagena,	5	1	24	
Porto Bello,	5	19	0	
Granadilles,	5	56	52	
Cape Florida,	5	21	0	
Charles-Town,	5	19	20	
Dublin,	6	26	48	
Cork,	6	30	0	
Douglas,	6	18	48	
Belleisle,	6	12	52	
Port L'Orient,	6	13	12	
Quiberon,	6	12	20	
Louisbourg,	6	59	20	
Quebec,	4	39	12	
Cape Race,	3	23	20	
Hamburg,	0	42	32	A. M.
Cape Finis,	0	24	56	P. M.
Crocatoa Island,	0	28		A. M.
Batavia,	6			
Edam,	7		52	
Prince's Island,	7	7	48	
Madrais,	6	59	12	
Cape of Good Hope,	1	22	36	
Cape-Town,	1	14	20	
St Helena,	0	14	28	
Ascension,	0	28	32	P. M.
	0	55	36	

ho.	min.	sec.	
7	7	48	A. M.
5	56	52	P. M.
13	3	40	of time, answering to 196 degrees,

30 minutes, which is 16 deg. 10 min. or 970 miles above a semicircle or half round the globe.

TABLE III.

Barbadoes,	Apr.	24	and	Aug.	18
Antigua,	May	8	—	Aug.	4
Montſerrat,	May	7	—	Aug.	5
Rodonda,	May	8	—	Aug.	4
Nevis,	May	8	—	Aug.	4
St. Kit's,	May	9	—	Aug.	3
Port Royal,	May	10	—	Aug.	2
Jamaica, middle of,	May	11	—	Aug.	1
Granadilles,	May	13	—	July	30
Crocatoa Iſland,	Oct.	8	—	Mar.	5
Batavia,	Oct.	9	—	Mar.	4
Edam,	Oct.	9	—	Mar.	4
Prince's Iſland,	Oct.	9	—	Mar.	4
Madraſs,	Apr.	25	—	Aug.	17
St. Helena,	Nov.	6	—	Feb.	5
Aſcenſion,	Oct.	13	—	Mar.	1

I NOW come to explain ſome of the nautical terms or names and expreſſions made uſe of in the ſea-ſervice, which are not familiar to perſons unacquainted with the ſea; and as to the geographical ones, I have been ſo plain in treating of the ſcience itſelf that there needs no further explanation, although it was mentioned in my propoſals.

Afore, Forward or before.
Abaft, Toward the ſtern or after-part of the ſhip.
Amain, Let run or let go ſuddenly all at once.
Aloft, In the top or at the maſt head, &c.
Anchor, The inſtrument by which the ſhip rides.
Avaſt, Stop, ſtay, or leave off.
Athwart, Acroſs or croſs-way.
Bale, To throw water out, or a package of goods.
Back-ſtays, Part of the ſtanding-rigging to keep the maſt aft.

Ballaſt,

Ballaſt, Weight to bring a ſhip down in the water.
Barge, A boat with ten or twelve oars.
Bearing, The way a ſhip or place bears of you.
Bearings of a ſhip, The ſwell of her bows, bulges, and counters, whereby ſhe bears her burden.
Bearing up, or rather *Bearing away*, Going more from the wind or veering to leeward.
Beam, or *Abeam*, Oppoſed to the ſide or beam ends.
Belay, To make faſt or ſecure a rope or ſail, &c.
Bend, To apply to and faſten a ſail or other thing.
Birth, A place for a ſhip or a ſtation for a man, &c.
Bight of a rope, The middle, when the ends are faſt.
Bight, A narrow corner of a bay or river.
Bilge, To ſtave or break a plank under the bulge.
Binnacle, A place for the compaſſes to ſtand in.
Bits, Pieces of timber to faſten the cable to, &c.
Bonnet, Additional piece of canvaſs fixed to a ſail.
Board, To run along ſide a veſſel and jump in ſword in hand to force a ſurrender.
Break bulk, To open the hold and take goods out.
Battens, Thin pieces of wood which are placed on either ſide the aſh of a lower maſt; alſo laths to nail round the combings to ſecure the tarpaulings.
Buoy, A floating mark fixed on a rock or ſhoal.
Blocks, Pieces of wood of various ſizes, with one, two, or more ſheaves in them to reeve ropes thro' for making purchaſes, working the ſails, &c.
Braces, Ropes fixed at the yard-arms wherewith they are ſwung and pointed forward and aft.
Bomkins, Two pieces of timber projecting from the ſides of the ſtern for the fore-tacks to haul down to.
Bowſprit, A large piece of timber which ſtands peaking forward over the ſtem.
Bulk head, A partition or barricado.
Bolt-rope, A rope or pieces of rope which go round a ſail to prevent it ſplitting and being of different ſizes as the parts are diſtinguiſhed by head-rope, foot-rope, and leach-ropes.

Bow-lines, Ropes fastened with bridles to cringles in the leach-ropes of the sails to haul them forward.

Buntlines, For the purpose of hauling up the foot of courses, top-sails, or top-gallant-sails.

Broach to, To bring the ship suddenly upon the wind when she was going large, and thereby laying her athwart the trough of the sea.

Bridle, A cable fastened to a chain for harbour moorings.

Chase, A pursuit. *To chase*, To pursue. *The chase*, The vessel pursued.

Careening, Giving a ship a heel or inclination to one side.

Caulking, Filling the seams with oakum.

Cun, or *Con*, To direct the helmsman in steering.

Course, Point of the compass on which the ship sails.

Courses, The lower sails, viz. sprit-sail, fore-sail, main-sail, mizen, and spanker.

Cockswain, A person who steers a barge, &c.

Chains, Places projecting from the ship's sides for the lower shrouds to fasten to by chains or plates secured to the sides with bolts.

Chestrees, Timbers to haul the main-tacks down to.

Chain-pumps, Machines worked by winches, which will throw up a ton of water in a minute. Every large ship has four of these, and others two.

Cap, A piece of wood which goes over a mast head for the top-mast to go through.

Capstan, An instrument that is turned round with bars to purchase anchors with, &c.

Cable's length, A hundred and twenty fathoms.

Catharpins, A purchase to confine the lower shrouds together so as to allow for bracing up the yards.

Cat-heads, Two timbers which project sideways from the bows to purchase the anchors from the hawse, &c.

Capsize, To turn upside down or end for end.

Clews, Bights of the bolt-rope served at the lower

corners

corners of the ſails to which the tacks, ſheats, &c. are faſtened for working or furling them.

Clew-garnets, Handhaſes for hauling up the clews of the courſes.

Clew-lines, Ditto for the top and topgallant-ſails.

Croſs-jack, A ſail ſet on the mizzen-maſt with a ſquare yard.

Crank, Top-heavy; apt to heel to the wind.

Cutter, A boat with ſix oars.

Dead water, The eddy under the ſhip's ſtern.

Douce, To ſtrike or haul down ſuddenly.

Dead-lights, Shutters for the cabin windows.

Dead wind, Wind blowing from the point towards which the ſhip is to go; wind in our teeth.

Dead-eyes, Blocks with holes to receive the lanyards of the ſhrouds and back-ſtays through.

Drift, The way the ſhip drives and the rate ſhe drives at when laying to, or when her anchor comes home.

Driver, A ſail ſet at the mizzen peak when the ſhip is going large.

Enſign-ſtaff, A ſtaff to hoiſt the enſign on, hanging over the ſtern in a line with the ſtern-poſt.

End for end, A term uſed when a rope is unreeved.

Fathom, A meaſure of ſix feet.

Fake, A circle of a rope or cable quelled.

Furl, To roll up and bind the ſails to the yards.

Fiſh, A piece of wood that goes up the fore part of the lower maſts; alſo pieces applied to ſtrengthen a maſt that is ſprung.

Fiſh for the anchor, Includes the davit, a piece of timber which ſigs out from the fore-caſtle, with the collar, pendant, hook, and tackle, for getting the flukes of the anchor up.

Fid, A ſquare piece of wood or iron which goes through the heel of a top-maſt or topgallant-maſt and reſts with its ends on the trueſſel-trees to ſupport it.

Fore-

Fore caſtle, A ſhort deck reaching a little abaft the fore-maſt.
Flag-ſtaves, Spaces at the maſt head to hoiſt flags.
Gage, The ſhip's draught of water, or the depth ſhe draws.
Great cabin, An appartment for the Captain.
Ground tackle, Anchors, grapnels, cables, &c.
Gammon the bowſprit, Securing it by many turns of a piece of ſtrong cordage paſſed over it and through a ring-bolt in the ſtem.
Gun-room, A diviſion of the lower deck abaft.
Gunnel, or *Gunwale*, The timbers that encompaſs the ſhip's ſides fore and aft.
Gaſkets, Platted pieces made of old ropes to furl the ſails to the yards with.
Helm, The machine by which the ſhip is ſteered, including the rudder, tiller, wheel, and wheel rope, in one general term.
Helm's-a-lee, That is, the tiller is quite down.
Hard-a-weather, To put the helm quite to windward
Haul, Pull down.
Heave at the capſtan, Heave round by thruſting at the bars; heave and paul.
Heave down, To heave the ſhip on her broad-ſide.
Heave of the ſea, The power the ſwell has on a ſhip to drive her out of, or faſter on in her courſe; it is ſometimes called the ſend of the ſea.
Hail, To call to the crew on board another ſhip.
Halyards, Ropes by which the ſails or colours are hoiſted.
Hatchways, Places for goods, &c. to go down.
Hawſe-holes, Two holes on each ſide the ſtem for the cables to paſs through, which are plugged up at ſea when the cables are unbent.
Hauſer, A ſmall cable to uſe with a ledge-anchor.
Heel, Inclining to one ſide; the after part of the keel is alſo called the heel, and the fore end the fore foot.

Hitch,

Hitch, To take a turn or faſten a rope.

Hoiſt, To haul, ſway, or run up a ſail, colours, &c.

Horſes, Ropes leading from the yard-arms inward to walk out on.

Hold, The ſpace between the orloop-deck and the floor of the bottom: it is diſtinguiſhed in parts as fore-hold, main-hold, and after-hold, and in theſe the ſtores are ſtowed (and large if a merchant ſhip), and in the fore part and low, the orloop is the magazine, with the Boatſwain, Gunner, and Carpenter's ſtore-rooms and ſail-room; and in the after-part, the lazaretto, cook-pit, ſteward's room, and bread-room.

Hull, The body of a ſhip; and when the maſts are out, it is called a hulk.

Jeers, Ropes for ſwaying up and ſuſpending the lower yards.

Jibb, A ſail ſet on a boom rigged out from the bowſprit end.

Jolly-boat, A ſmall boat with two oars.

Keel, A timber extended fore and aft along the bottom of a veſſel and projecting below it.

Large, Going from the wind.

Larboard, The left ſide when you face forward.

Labours, The ſhip rolls or pitches ſharp and ſudden.

Land-fall, Making or diſcovering land.

Land-locked, Sheltered with land nearly all round, or entangled with land that cannot be cleared.

Lanyards, Ropes to ſet up and ſecure the ſhrouds.

Leeward, The way the wind blows.

Lee-gage, Fighting an enemy that is to windward.

Lee ſhore, A ſhore toward which the wind blows.

Leach-lines, Lines to haul up the leaches of the courſes.

Lifts, Ropes to ſupport and elevate or lower the yard-arms.

Live, Keep from ſinking in a great ſea-gate.

Luff, or *Looſe*, To bring the ſhip nearer the wind.

Long-boat, A large boat or launch to bring off ſtores, water, &c.

Lurching, Laying down to the wind ſuddenly.

Maſts, Timbers that ſupport the yards and ſails.

Mizzen, A ſail that hauls out aft from the mizzen maſt.

Moor, To ſecure the ſhip with two anchors, lying one each way.

Make a board, To put about and come on the other tack or with the other ſide to the wind.

No-man's-land, A ſpace between the heels of the booms.

Nun-buoy, A kind of cask faſtened to the crown of an anchor to give notice where it lies, with a buoy-rope ſtrong enough to weigh the anchor occaſionally.

Neaps, The tides at the firſt and laſt quarters of the moon.

Oakum, Old ropes unraveled to caulk with.

Offing, Off from the land or diſtance.

Over-haul, To diſentangle or clear away; alſo to come up with a veſſel we are purſuing.

Pey, To run pitch in the ſeams; alſo to beſmear the bottom, ſides, or lower maſts, with pitch, tallow and brimſtone, tar and ochre, varniſh, &c.

Pinnace, A carval-built boat with eight oars.

Pomillion, A pommel on the breech of a gun for the breeching thimble to ſeize to.

Points, Platted ropes for reefing the ſails.

Ports, Holes for the guns to run out at, &c.

Port, A word uſed for the larboard-ſide; alſo a haven, &c.

Purchaſe, To weigh an anchor, ſway up or hoiſt.

Quoil, To lay up a rope in a round form clear for running.

Quarter, A part of the ſhip between the mizzen chains and the ſtern-poſt.

Quarters, The ſtations of the people at the guns, ſmall-arms, &c. in time of action.

Rake,

Rake, To ſire fore and aft; alſo the inclination of the ſtern and maſts.

Reeve, To put a rope through a block or dead-eye.

Reef, To take up part of a ſail in order to make it leſs when there is too much wind.

Reef, A range of rocks, or a ſand-bank; the latter is called a bar where it lays acroſs a river.

Reach, Part of a river between two points of land that lie in a right line with each other.

Ride at anchor, The anchors keeping a ſhip from driving out of her ſtation.

Road, A place for a ſhip to lie at anchor.

Rat-lines, Lines going acroſs the ſhrouds for ſteps to go aloft by.

Shrouds, Ropes by which the maſts are ſecured ſideways.

Strike, To yield to an enemy.

Stiff, Not crank or apt to yield to the wind.

Settle, To lower or eaſe off halyards, &c.

Sheer, Shape; alſo a direction given by the helm when riding at anchor.

Scud, To run right before the wind when there is too much for the ſhip's keeping her courſe.

Spill, To ſhiver the ſails in the wind.

Spring tides, Thoſe at the full and change of the moon.

Sound, A deep bay; alſo to get ground with the lead

Starboard, The right-hand ſide.

Steady, A word uſed to direct the helm's man in ſteering a ſhip before the wind.

Standing, Running or going in any direction, &c.

Stays, Strong ropes leading forward to ſecure the maſts from going aft.

State-room, An apartment abaft under the poop.

Stem, A ſtrong bowed timber extending from the keel up between the bows and connecting the bow-timbers, and to which the cut-water and head are ſecured.

Stem,

Stem, To stop against the tide or current.
Shank-painter, A rope and chain to secure the flukes of an anchor.
Stoppers, Ropes to make fast the stock part of an anchor; others to stopper cables, &c.
Tack, To put about head to wind.
Tacks, Strong ropes to confine the foot of a sail forward while it is expanded aft by the contrary sheat.
Tarpauling, A tarred cloth to nail over the hatchway.
Taunt, Lofty or high rigged.
Tow, To draw or drag a ship with a tow-line after another that is stronger and can out-sail her.
Trunnions, Projections on which the gun rests in a carriage.
Tompions, Plugs for the muzzles of the guns.
Tier, A row of guns fore and aft, or of casks in the hold.
Top, A sort of plat-form which goes over the lower mast heads to give an angle to the top-mast shrouds.
Trussel-trees, Two pieces of timber placed on the cheeks of a lower mast to support the cross-trees, top, and the weight of the top-mast, &c.
Under way, Loose from her anchors with some sail set.
Veer away, To surge or let out cable, hawser, &c.
Veers, The wind veers round or shifts; veers and hauls.
Wake, The track the ship describes in the water.
Wales, Timbers that go round the ship at her water-course; and the mark the water makes on them is called the water-line or lines.
Weather, To go to windward of a ship or land, &c.
Weather-gage, To engage an enemy under our lee.
Windlass, A roller to purchase anchors with.
Veer, or *Veer ship*, To veer her round before the wind and bring her on the other tack.

Ward-

Ward-room, An apartment for the Lieutenants.
Warp, To heave a veſſel in with a hedge and tow-line.
Weigh, To get up an anchor. &c.
Yaul, A boat with ſix oars.
Yaws, Goes in and out, does not ſteer ſteady.
Yards, Spars on which the ſails are ſpread out.

I MUST

I MUST now for a moment resume my narrative. After being discharged at Chatham, I repaired to London to enquire after my prize-money, and found that some of it had been paid into the treasury of Greenwich hospital through the neglect of my attorney, who had not applied for it in due time; and the remainder being got into the hands of Mr. William Daniel, by virtue of a power made to him some time before, he deceived me by producing a false paper, which gave me a prospect of receiving my money in about 6 months. So as though nature had placed a kind of sympathy between us and the place of our nativity, I left London and came down into Lincolnshire. "Now, all the storms and dangers o'er, cast anchor on my native shore," but so much disabled, that I knew not how to earn a shilling. Shortly after, I received a letter from my messmate, William Newton, advising me to look after Mr. Daniel, as he apprehended him likely to get into fleet prison for debt; on which I applied to Mr. G. J——d, attorney at law in this town, desiring him, on the caution given in Newton's letter, to write about it immediately, which he promised; but neglecting to do it for about 8 weeks, it was then too late, for Mr. Daniel had got into the fleet, and 4 years after received the benefit of an insolvent act, by which I lost 28l. It now became necessary to consider how I should obtain a livelihood in future: I had some thought of teaching school; but being

being diffident of my abilities for such an undertaking, because I could not write well, I engaged myself to Mr. E. Singleton of Louth to learn the art of making gloves and leather breeches. At the expiration of the time agreed for, I married a wife, and with her removed to Horncastle; and having to appear at Chatham in 1769, I left my wife at Horncastle and went and worked at Bow with Mr. S. Fields, where I became a genuine type of a journeyman breeches-maker; for my shoes being worn out with the journey up to London, I could not keep them on without kicking them against the posts as I passed along the streets, till at length I got 4s. 6d. of my Mrs. and bought a second-hand pair in rag fair. After I had passed the review at the Chest in April 1769, I returned to Horncastle and worked for Mr. John Oldham; and in October 1770, removed to Louth with my wife and daughter, and served the late Mr. B. Chapman and his several successors, till July 1789, since which I have rested every person who pleased to favour me with his commands, and wish ever to merit the continuance of their friendship and acknowledge their favours. I had again to appear at Chatham in April 1774, in April 1778, when my pension was reduced to 5l. In June 1781 In May 1785. And in April 1788; when on my return by the Lincoln coach, I was very much hurt by its being overturned near the Green Man inn on Finchley common, on the evening of the 2nd. of

April,

April, and might have perished on the road, as Mrs. T—r—ne refused to take me in, but for the humanity of a gentleman inside passenger, who insisted on my being taken in and attended to; on which Mr. Taylor of Whetstone was sent for, who bled me and applied something to the bruise; and next day I was sent to St. Bartholomew's hospital, where being placed under the care of surgeons Pitt and Landon, I got better in 29 days; and by means of the aforesaid gentleman, I also received some recompense of Mr. Boulton at the Golden cross Charing-cross for my loss of time, and arrived at Louth May the 10th. I appeared in April 1791, and shortly after my leg seemed to be worse; for part of the fibula, which was carious, having been extracted by Dr. Young at Madras in 1764, the substance brought over the remaining part of it was a spongy kind of flesh, and sometimes would break out, which now became rather ulcerous again; nevertheless I kept it under until the latter end of 1792, when it began to emit a small discharge of black matter so as to stain the plaister a little; on which I applied to a gentleman who attended me gratis for 9 weeks; and on the 28th of January 1793, descerning the bone to be divided, I said to him, Dr. my leg is in two, what must I do? He said, you must get some other advice! Horror seized my mind, being brought to the single alternative of either a lingering and excruciating pain

which

which must terminate in death, or ſuffer the amputation of my limb: So I ſent for Mr. T. Wilſon, ſurgeon, Warden of this corporation, (now Dr. Wilſon of Grantham) who came and inſpected the ſore, and generouſly uſed every means in his power to effect a cure and ſave the leg, had it been poſſible; and calling in the advice of other profeſſional gentlemen, Meſſrs. Wriggleſworth, Petener, and King, he at firſt (on the 14th of February) performed an operation on the ankle by cutting off the fleſh that he might extract the carious bone; which means proving ineffectual, he, aſſiſted by Mr. Petener and Mr. King, with their ſeveral aſſiſtants, performed the amputation on the 24th of May, 1793, in the 58th year of my life and the 30th of my lameneſs. All this, with the attendance given till a cure was made of my ſtump, Mr. Wilſon generouſly performed gratis. To the humanity of theſe gentlemen, together with the humane and benevolent ladies, gentlemen, and other charitable inhabitants of this town and vicinity, (under the providential hand of God, whoſe goodneſs extends to the utmoſt bounds of his creation) I owe my preſervation and preſent exiſtence, as they ſo liberally adminiſtered to my relief and the ſupport of my family under the preſſure of my affliction and misfortune; for which undeſerved, unexpected, and exceeding great favours, may God's everlaſting love through the merits of his Son Jeſus reſt upon every individual

of

of them; and while I live I shall ever esteem them as my kind benefactors and preservers, and myself their very humble and thankful servant,

William Spavens.

DECEMBER 5, 1793.

I appeared to review at Chatham again on the 1st of April 1794, when the governors of the Chest thought good to augment my pension to six pounds and a mark, (the limb being off below the knee,) commencing from Midsummer 1793, and gave me a ticket for five years, agreeable to the rules of the Chest.

The INVALID, *an Anecdote.*

BEING come out of Haslar hospital in November 1765, lame and swinging on a pair of crutches, in a dress that likewise bespoke me an invalided seaman, or one of those whom fate had doomed to beg bitter bread through realms their valour saved, as I knocked at a door in Cold Harbour, Gosport, a servant girl came and said, "we give nothing away here;" I said, you was asked for nothing; but pray can you tell me where Elizabeth Newton lives? She disdainfully said no, unless she lives in Cross-street. This made me reflect how different a man I now seemed to be from

ſee what I had been: I thought how much I now differed from that gay and ſprightly youth who uſed to trip along the ſtreets of Goſport, at the ſight of whom the bluſhing fair would innocently gaze and ſmile as he paſſed by, and envy almoſt kindle in the breaſt of her who ſaw me with another laſs in tow! I now might truly ſay, "if thou art he, but ah! how fall'n." The contraſt ſeemed as great as that between the bright-ſided Neptune with all ataunt and her colours ſtreaming in the wind, and the old Blenheim-hoſpital ſhip with pieces of plaiſter and poultice-clothes ſticking to her wales, having nothing ſtanding except her enſign-ſtaff. Such are the viciſſitudes of human life, particularly among the ſons of Neptune and Mars!!!

FINIS.

ERRATA.

Page 10, Line 18, For *Mafting* read *Maſts*.
14, 3, For *carened* read *cleaned*.
15, 24, For *at the rate* read *going at the rate*.
18, 13, For *moſchetos* read *moſquittos*.
28, 24, For *evening* read *next day*.
29, 23, For *Maſter's Mates* read *Petty Officers*.
34, 28, For *cambrill* read *conflict*.
24, 14, For *worked up* read *worked them up*.
35, 19, For *Heath* read *Hoath*.
36, 20, For *leaving Cork* read *touching at Cork*.
44, 26, For 1650 read 1615.
66, 26, For *Kenſington* read *Kennington*.
74, 5, For *Salſa* read *Faſſa*.
85, 11, For *Mr. John Ogeby* read *Mr. John Ogelby*.
136, 12, For 1659 read 1759.
157, 17, For *due north* read *due ſouth*.
168, 29, For *Werver* read *Weſer*.